CYCLE NEWS®

December 2, 1987 : Number 47

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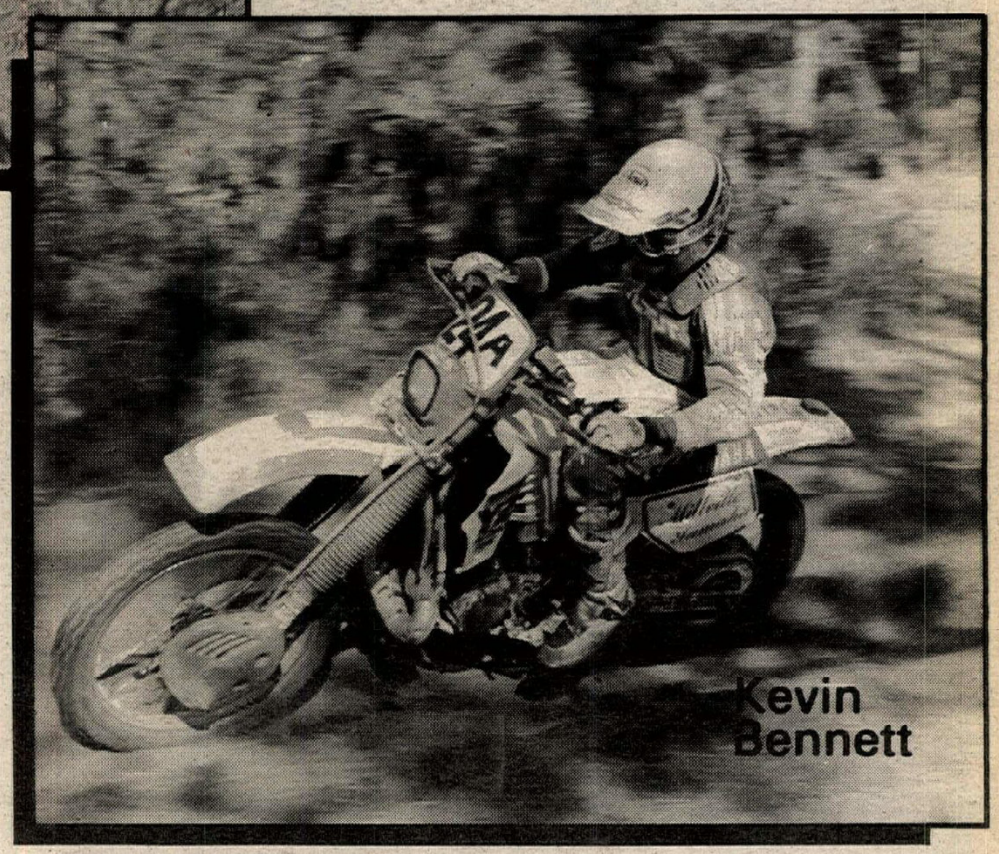
Dan Smith

Smith storms to Nevada Nat'l Hare & Hound win

Bennett dazzles 'em in New Jersey Nat'l Enduro



Kevin Bennett

NHRA win, title to Schultz at Pomona

Impression: Yamaha FZ400

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America's motorcycle newspaper

In the WIND

BY PAPA WEALEY

More details regarding the Cagiva/Randy Mamola contract became available at the Cagiva North America new model introduction in Torrence, California, on November 17. Mamola inked a two-year contract with a third year option that, according to Mamola's manager Jim Doyle, will see the Californian teamed with Frenchman Raymond Roche in 1988. Cagiva is currently contracted with Pirelli tires, but Mamola's contract is non-exclusive and states that he can use another brand of tire if the Pirellis don't fare well in pre-season testing. American George Vukmanovich, who previously worked with Mamola at Suzuki and last worked with Freddie Spencer and Honda in 1986, will be the crew chief on the team that at presstime does not have a major outside sponsor. As a bonus, Mamola will receive a Ferrari Testarossa for his first Grand Prix win on the Italian V-four.

Cagiva North America, however, has not yet announced its National motocross, hare scrambles and enduro racing program for 1988. It is rumored, though, that the company's enduro team will be slimmed down to just two riders, former three-time National Champion Terry Cunningham and a not yet determined rider.

There is also silly season talk that Raymond Roche has signed with Suzuki for 1988. Reportedly, France was Suzuki's biggest street bike market in 1987 and the company feels the signing of the Frenchman would further add to the marketability of their brand in France. Last year Roche first signed with Suzuki, but ended up signing for and riding Cagivas in the Grands Prix.

Team MacLean owner Bob MacLean is currently going through the trials and tribulations of trying to put together a road race team for the 1988 World Championship Road Race Series. MacLean met with Cagiva three weeks ago in an effort to secure machinery from the Italian firm, but the recent signing of Randy Mamola put the squeeze on that idea. "We are still trying to do something in Europe for next year," MacLean said. "We've done this for so many years in the U.S., but we want to see what's at the end of the rainbow. We want to do the World Championships, but it's very tough breaking into it." MacLean, however, looks set to continue his support of 250cc racing in the U.S. and has ordered two Hondas for the 1988 AMA/Camel Pro Series. A rider has not been picked, although MacLean did not rule out the possibility of Jimmy Filice riding for the team. The rider MacLean is trying to secure GP equipment for is Mike Baldwin, who has been dropped from Team Lucky Strike Roberts. "We've been talking to Mike pretty regularly; we want a deal for Europe for him."

The April 10, 1988, U.S. Road Race Grand Prix will be shown on NBC with a one-week telecast delay, according to Laguna Seca's Art Glattke. Glattke also reports that the construction involved in lengthening the Monterey, California, facility is going well. "We have a real good visual of the new turn two," Glattke said. "And we recently came across some great base material from Monterey. They were going to drop it real close to here, and now we've got them bringing it in here."

Team Marlboro Agostini has signed Belgian Didier de Radigues to contest the 1988 500cc Road Racing World Championship as Eddie Lawson's teammate on Yamaha YZR500s. De Radigues rode a Cagiva V-four in 1987 and finished 12th in the championship, scoring 21 points.

Dave Golden, owner of Dave Golden Motorcycles in San Francisco, California, died on Wednesday, November 18. Golden, whose shop was once Hap Jones Motorcycles, was 72-years-old.

Yamaha has announced a road race contingency program which will spread a total of $508,200 among 155 events in the U.S. during 1988. The program will offer contingency awards in the AMA/Camel Pro Series road race rounds (nine events each in the Superbike and Supersport classes; $34,900 will be paid in the Superbike class, and FZ riders will collect $31,900 in the Supersport division); AFM North and South (10 events, total payback of $45,200 in the 600, 750 and 1000cc classes); Formula U.S.A. (nine events, $20,800 offered between the 600cc and Open classes); WERA Endurance (14 events, $59,300 to be split between the Middleweight Superbike and Heavyweight Superbike divisions); AMA/CCS Endurance (14 events, $59,300 to be divided between the GTO and GTU divisions); WERA Sprints (30 events, $87,900 to be awarded between the 600, 750 and 1000cc classes); AMA/CCS Sprints (30 events, $87,900 offered between the 600, 750 and 1000cc classes); MRA (10 events, $27,000 to be paid between the 600, 750 and 1000cc classes); OMRRA (10 events, $27,000 to be divided among the 600, 750 and 1000cc classes); and WMRRA (10 events, $27,000 to be paid between the 600, 750 and 1000cc classes). Yamaha contingency money will be paid to riders of FZR400s, FZ600s, FZR750s and FZ1000s who finish well in approved races.

Riders competing in all types of AMA District 37 races are reminded by the Bureau of Land Management that motorcycles using public lands must be equipped with both U.S. Forest Service-approved spark arrestors, and "green stickers" (California Off-Highway Vehicle Registration Certificates). According to BLM Outdoor Recreation Planner Mark Struble, BLM rangers now are actively enforcing the green sticker and spark arrestor requirements before all District 37 events and riders who are discovered to be illegal will not be allowed to compete. "Our rangers will go down the line and check everybody for compliance before a race is allowed to start," said Struble. Riders with new motorcycles who have not received registration certificates from the Department of Motor Vehicles must possess a copy of their bill of sale which shows that the $20 DMV fee has been paid.

South African Rod Gray (Suz) won the inaugural Phillips Tracer South African Superbike Road Race Series by one point over fellow countryman Wayne Heasman (Suz) at the final round in Kyalami on November 22. Top American in the series was seventh-placed Doug Polen (Suz); Polen finished third in Kyalami.

Yamaha has officially announced its 1988 National motocross and supercross teams. Two-time 125cc MX National Champion Micky Dymond and former National Champion Broc Glover will ride the 1988 Supercross and 250cc National MX Series, and Jeff Stanton will ride the Supercross and 250 and 500cc Nationals. Yamaha will not be fielding any factory riders for the 125cc Nationals.

Suzuki has not announced its 1988 motocross team, but according to U.S. Suzuki's press relations manager Rob Sanders, Suzuki will announce its MX race program in mid-December. In a recent phone conversation, Sanders said, "Our motocross program will stun the industry." Stay tuned.

Mike Goodwin of Supercross, Inc. (SXI) informs us that SXI and Mickey Thompson Entertainment Group (MTEG) have a December 14 court date scheduled. According to Goodwin, "SXI is seeking a temporary restraining order which could lead to a preliminary injunction while SXI and MTEG await trial on their non competition lawsuit." In essence, SXI is seeking a ruling that says MTEG cannot produce motorcycle events at venues where SXI has produced Supercross events. Goodwin says, "If the judge rules that MTEG can run motorcycles where SXI previously has, that also opens the way for SXI to run cars where MTEG has had events. SXI will then add a Sunday car/mud drag/monster truck event following most of its Supercrosses except for San Diego." SXI's tentative 1988 Supercross schedule is as follows: January 30, Atlanta (Georgia) Stadium; February 20, San Diego (California) Jack Murphy Stadium; March 19, Sacramento (California) Cal Expo; June 4, Sullivan Stadium in Foxboro, Massachusetts; June 11, San Jose, California; and June 18, Rose Bowl in Los Angeles, California. Goodwin concluded with, "If the courts restricts MTEG from running motorcycles and SXI gets its January 30 Anaheim (California) Stadium date back, then Atlanta will move to February 27."

In our review of the 1988 BMWs in issue #45 we listed an incorrect suggested retail price for the R100GS. The correct price is $5695.

BORN: Sarah Kate Veety, daughter of longtime *Cycle News* contributor Thom Veety and wife Nancy on October 27 in Stroudsburg, Pennsylvania; Thom and Sarah Kate share the same birthdate.

The Triumph that Dusty Coppage rode to victory in the 1967 Barstow-to-Vegas race will be on display at the B-to-V tech inspection area in Barstow, California, on Friday, November 27. Raffle tickets will be available for $1 each at the display and some lucky ticket holder will win the bike. Gene Smith, who finished second in both the 1967 and 1969 B-to-V races, has already purchased 60

(Continued to page 4)

President Ronald Reagan met the U.S. Motocross des Nations team on October 29 at the White House in Washington, D.C. World Champions Bob Hannah, Rick Johnson and Jeff Ward, along with mechanics Randy Bruminga, Brian Lunnis and Tom Morgan, team manager Roger DeCoster, the AMA's Bill Amick and Rob Rasor, and former AMA MX head Ned Redway were on hand. Photos by Pete Souza/The White House.

CYCLE dreams

That I won real big in the Bull/Bear market and bought a bundle of brand new bikes.

I'd been playing the stocks on a pad of yellow paper, amassing wishful fortunes, collecting make-believe yachts and castles. Life was Monaco one week, Tahiti the next. But it was all just a game, a waking fiction of mine. When I was through, I waded the paper and tossed my new riches away, then pulled up the covers and crashed into sleep. Plummeting down, Black Monday's rapid transit rode me to the bottom of my fate — abysmal and echoy like a vast empty barrel. But a voice whispered something, and I took heed. Buy IBM, it said. Grab Ford. General Electric. GM. Fetch them now while they're way down low. And I did. And I rode that Dow Jones roller coaster back up and sold, sold, sold. And what would I do? I would buy! buy! buy! Buy motorcycles, maybe five or six for every day of the week. I'd have a dozen Harleys. In colors! Beemers, each with 2, 3, and 4 cylinders. I would own handmade Ducatis and trick Ninjas and Hurricanes and full dresser Voyagers and the quickest new Hondas, those Baja winners. I'd take a Bimota and Buell and Norton Rotary, too. And I'd go for the classics — Brough Superiors and Vincents and Aces and Indians. Square Fours and Tigers. I'd have a vast stable of motors like no one else in the land. Better than Malcolm's, even. But I'd still only be able to ride one at a time. And the others would become restless and angry. And one night they would self-start their motors, the lot of them, all running at once, waiting for me to ride them. The noise would wake me, and I'd throw back the blanket and rush to my garage, small and familiar and dark again now. Opening the door, only my one favorite motorcycle would still be there, all I really needed, all I could ever ride. Then I would go inside and back to bed, to dream again about another fabled wealth . . . and how this time I'd put it into nothing but real estate. A motorcycle race track to call all my own. How's about that, Mr. Luck?!

William Edgar

Over the edge

"I thought we were supposed to be teammates."

NATE RAUBA PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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America's motorcycle newspaper

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Dan Smith (top) wins the Nevada Hare & Hound. See page 12. Photo by Tom Van Beveren. Kevin Bennett (below) tops the New Jersey, National enduro finale. See page 8. Photo by Paul Clipper.

voices

Daytona tech

Observing the technical procedures (teardown) of the Super Sports entry of Cycle Riders of Orlando, Florida (at Daytona) on October 25, I witnessed a complete lack of technical knowledge on the part of AMA/CCS.

A protest was filed to check *all* "internal engine parts" and a lousy $50 was all that was required to expose the motor to their (Cycle Riders) competition. As I understand the rule book, a protest is for one item to be checked at $50 per item, i.e. check the bore and stroke — $50, check the head — $50, etc. The rule book also states that only the tech inspector, and rider and mechanic of the protested bike will be able to observe the teardown. This was not done!

After all was said and done, the motor was sent to a third party because AMA/CCS officials could not determine if the motor was legal or not.

In my opinion there is something lacking in the way a protested entry is inspected. There is a lot of hard work, time in R&D, and money spent on the motorcycles that compete in the AMA series and to have what happened occur is not good for the sport or the good name of the AMA.

GREG KVITKAUSKAS
K&P Racing Corp.
Orlando, FL

Time warp

Would you like to race at Daytona, Road America, Road Atlanta, Loudon, Mid-Ohio and Brainerd and watch the top professional riders in the nation race as well? I did and it was on a 1967 Triumph Bonneville. No, this letter had not been lost for 20 years. I'm talking about vintage racing with the American Historic Motorcycle Racing Association.

I won the Sportsman 650cc class championship, a nice reward for just a hobby. Now you are probably thinking that this was all done on a super-trick Triumph. Wrong! It does have Norris cams and I did wiggle a burr down the inlet ports, but everything else is stock — chrome rims and everything.

It is beginning to sink in that there is a cheap way to go racing? Your fun meter will be pegged all weekend and the memories of mixing with past and present legends are yours forever. Make that first move and contact Gary Winn at AHRMA, Rt. 2, P.O. Box 214, Marengo, OH 43334.

I would like to thank the following for their support this past race season: Larry Klein of GT Motors in Lansing, Michigan; Ken Grezesiak of British Only in Detroit, Michigan; *Cycle News;* Castrol; AMA; AHRMA; and Fred Kling for the overnight rebore when the Triumph broke at Loudon.

DICK GREENWAY
Jackson, MI

The blame lies with . . .

I have read with interest the letters in *Cycle News* over the last several weeks regarding the ISDE cheating incident. I will admit that at first I too was shocked and outraged that our team had tried to pull such a deception. However, after reading Mr. Claypoole's letter I now believe that the blame lies not with the riders, but with the AMA and the FIM.

Mr. Claypoole's philosophy of "do anything necessary to win" must be wholeheartedly endorsed by the AMA. If it were not, then the AMA would choose a team manager who believed in playing by the written rules. The FIM also — by not penalizing the U.S. team — has sent a clear signal to all countries that they too find no fault with cheating in international competition.

Instead of venting our dissatisfaction with the Six Days system and Alan Randt, we should instead write the AMA and let them know that we disagree with their endorsement of cheating by our Six Day team. If the AMA truly represents motorcyclists as they claim and if they believe the majority of us disapprove of cheating, then they should take steps to insure that our team competes within the rules.

The FIM, however, is a different problem. To deal with them we must rely on the AMA to endorse a strong no cheating ideal and then lobby the FIM for their support. I feel that if the FIM was forced to deal out stiff penalties for cheating then eventually the problem would take care of itself. For example: A rule violation to the extent of which the U.S. team got caught at this year should result in exclusion of the entire team from the next yera's competition. Harsh? You bet, but if this were done uniformly and consistently then the cheating problem would most likely not be a problem anymore.

Maybe I am a dreamer, but write the AMA anyway. It *is* worth a try.

PETER REYNOLDS
Windsor, CO

Those of you who agree with Mr. Reynolds that it's not whether you win or lose but how you play the game that counts, should express that opinion to Mr. Ed Youngblood, AMA, P.O. Box 6114, Westerville, OH 43081-6114. Send a copy of your letter to Mr. Hugh Fleming, director of amateur activities, at the same address . . . Editor.

Helping hands

My son and I wish to thank Steve Medin for helping put my son's motorcycle back together after an accident in a practice session at a Trans-Cal MX race. The bike was all but totally demolished when a 500 landed on the middle of it. My son, Ray, got out of the way just in time. If it had not been for Mr. Medin and Pat Lutiz, who provided parts off a bike he had, we would not have raced that day. We also wish to thank John Lampson for changing a tire for us.

My husband works a lot of Sundays and is not always able to be at the races, so it's really nice to know there are such helpful and friendly people at the track.

LOUISE CRUMB
Vacaville, CA

Minnesota champ

Buzz Arndt celebrated his 39th Minnesota State Championship at the November 6 Dirt Track Riders Association (DTRA) Banquet.

DTRA would like to thank Buzz for his support, leadership, and exciting riding skill. Buzz won three State Championships flat tracking this year. He also rides enduros, hare scrambles and ice races and still wins at all of them at the young age of 46. He's the winningest rider in Minnesota.

Congratulations, Buzz. Keep on winning!

DIRT TRACK RIDERS ASSOC.
Brooklyn Park, MN

Laguna on the tube

Has it been announced which television network will provide coverage of the Grand Prix at Laguna Seca, or will we be watching another Honda-sponsored golf tournament like during the Daytona 200 last year?

WILLIAM F. JOHNSON
Frederic, WI

NBC will cover the April 10, 1988, Laguna Seca round of the World Championship Road Race Series. Although the details have not been ironed out, the GP will probably be taped and telecast the following weekend . . . Editor.

Wind

(Continued from page 2)

raffle tickets. Smith says if he wins the Triumph that Pat Owens of L.A. Trade Tech restored, he'll donate it to the AMA museum. The drawing will be conducted in Las Vegas on Saturday night, November 29.

Over 350 riders took part in the November 22 SE&TRA Lookout Mountain Enduro in north Georgia. Randy Hawkins (Hus) was the overall winner, dropping 13 points. Brian Adams (Suz) was second with a score of 17.

The largest single contribution ever to the National Motorcycle Safety Fund was recently donated by Kathy Anderson, widow of former Motorcycle Industry Council Land Use Program Manager Mark Anderson. On November 2, Ms. Anderson presented a check for almost $10,000 to Alan Isley, president of the NMSF, and its Board of Trustees. "This donation will be used specifically to produce and distribute a new booklet entitled Tips for the Off-Road Rider. The booklet will be used to enhance safety through the MIC's off-highway vehicle workshops. Mark was instrumental in originating these workshops and would be proud of this expansion," said Isley.

Racers interested in taking part in an indoor vintage bike short track race in Tulsa, Oklahoma, on January 2, 1988, should contact Johnny Issacs at 918/445-0671 or 838-3777.

The January 24 round of the CMC Dodge Truck Golden State MX Nationals at Carlsbad, California, will be taped for showing on The Nashville Networks' American Sports Calvacade.

The 1988 Honda Collector Series Poster Calendar is available (or will

e shortly) at your local Honda ealer. The calendar features action hots of Camel Pro Series champ Bubba Shobert, 250 and 500cc MX hamp Rick Johnson, 125cc MX hamp Micky Dymond, and Superike road race champ Wayne Rainey.

MOVED: Yamaha-Kawasaki of Marietta, Georgia, to 333 North Cobb Parkway, Marietta, GA 30062, 404/427-6923.

Bell Helmets, Inc. has announced a new five-year limited warranty on all Bell motorsport helmets. The new warranty (Bell previously provided two-year warranty) is valid on all Bell helmets currently in distributor nd dealer inventories. Consumers who purchased their Bell helmet fter November 1, 1987, are eligible or the new warranty. Proof of urchase is required.

Scott Plessinger (Kaw) won the th Annual Toys For Tots Benefit Hare Scrambles on November 22 t East Palenstine, Ohio. Stan Lojak (Yam) was second and Joel Jenkins (KTM) finished third.

Two-time road race World Champion Barry Sheene has sold his 11th century manor house in England and emigrated to Australia with his wife Stephanie and daughter Sidonie. England's harsh winters prompted he move to warmer climates by Sheene, who says cold weather ggravates his old injuries. Both sets f parents will join Barry and Stephanie in Australia. Sheene has been racing trucks since his retirement from motorcycle road racing but with the move he says he's retired rom racing. Sheene told England's Motor Cycle News, "I'm not just going to Australia for the British winter. It's a total goodbye. The only imes I'll be back will be on business." Sheene won World Championships in the 500cc road race class or Suzuki in 1976 and 1977. Sheene's new home is in Surfers Paradise, 50 miles south of Brisbane. The Surfers Paradise road race course has been sold and will soon be turned into a golf course.

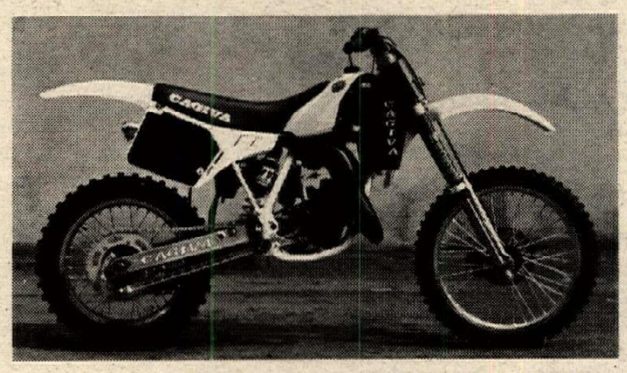
Jimmy Lewis of Somis, California, is the first recipient of a scholarship award from the Dodge Truck/CMC Scholarship Awards Funding Program. Lewis will receive $500 to assist him in his present community college effort and will receive $2000 when he enters the "qualified" college of his choice.

Stephen J. Cannell Productions, in association with Nelvana Productions, will bring motocross to television with the animated children's television series "Ultracross," which will premiere with a 90-minute episode in April, 1988. The show, which will air on Saturday and Sunday mornings, was created by Michael Bryant, 1978 and '80 East Coast 250cc Pro Motocross Champion, as a way to draw more people into the sport of motocross. Bill Kroyer, who has done animation for the motion pictures Tron and Labyrinth, will do the state-of-the-art computer animation for the series and three-time Emmy Award winner Jeffrey Scott will be the executive producer and writer. LBS Communications, a leading distributor of children's syndicated programs, has already ordered 13 episodes, and a toy line by LJN Toys will be introduced in February.

If Ol' Man Winter has you down, keep in mind the fact that Daytona '88 will be here in 97 days.

CAGIVA WINS 1987 MANUFACTURER'S WORLD CHAMPIONSHIP

Cagiva has pulled the hat-trick three years in a row, winning the coveted F.I.M. Manufacturer's World Championship. Points are awarded to manufacturers of motocross bikes for the total of best finishing positions in each moto of the World Championship Grand Prix series. Pekka Vehkonen was 125cc Motocross World Champion in 1985 and 1986. Dave Strijobs finished second in 1987. The Cagiva they rode was World Champion all three times.



CAGIVA

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CAGIVA NORTH AMERICA

Ride safely. Always wear a helmet, eye protection, and protective clothing.

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CORPORATE MEMBER AMA

Cagiva North America

Welcomes these new additions to our growing

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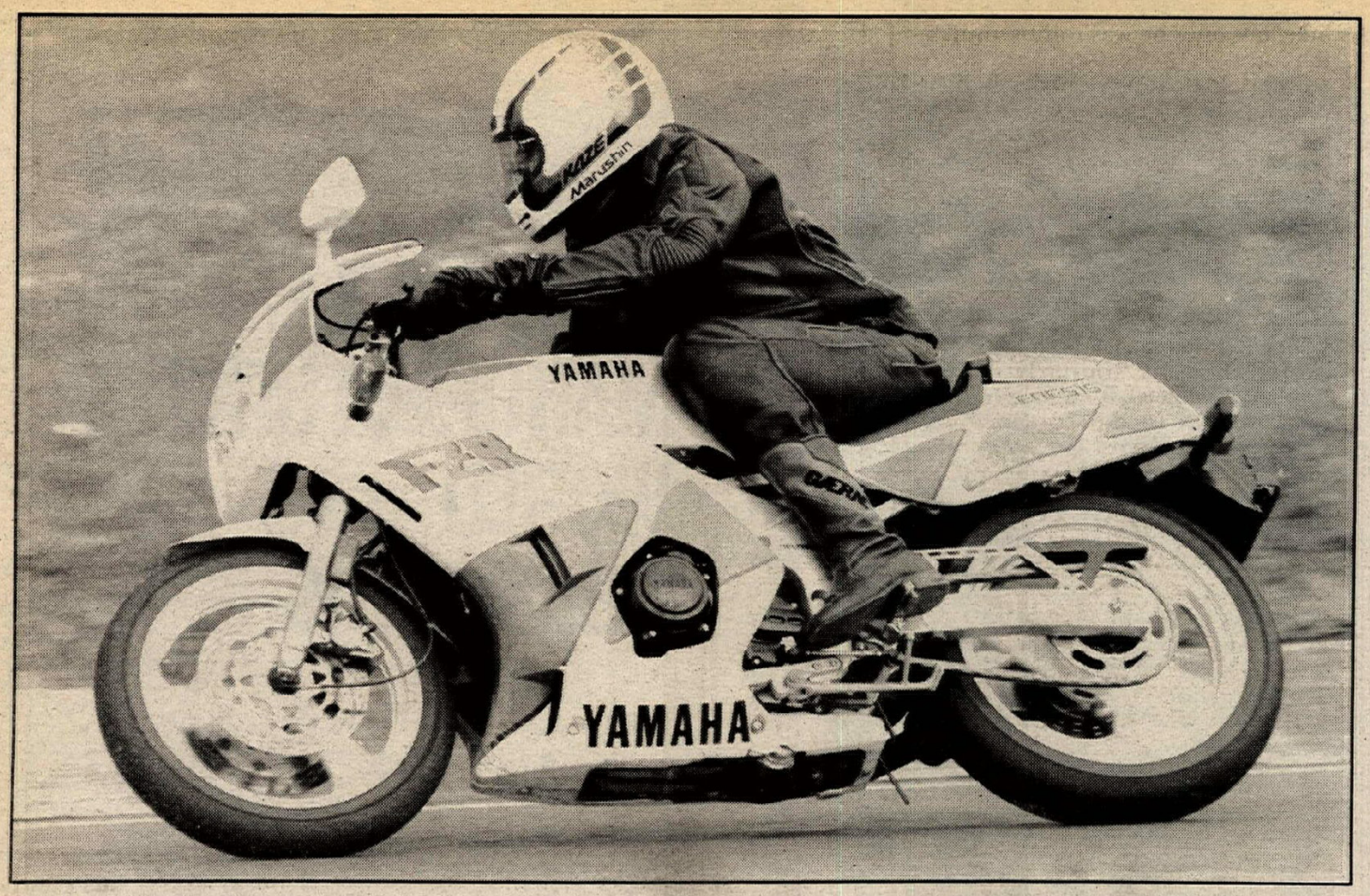


The ultra-trick FZR400, Yamaha's newest sport bike, was made for the race track; it handles like a dream.

Riding impression: 1988 Yamaha FZR400

Yamaha's little wonder

By Farren Williams
Photos by Bill Petro & Farren Williams

The introduction of the ultra-trick FZR400, which Yamaha bills as, "the most exotic midsized sport bike in the world," will spark a lot of interest among long-time pavement enthusiasts.

Given the poor sales of 400cc models in the past, many might wonder why Yamaha would introduce a new, relatively expensive, 400cc sport bike in 1988. The FZR400 will retail for $3999 ($4099 for the California model), which is about the same price as the less-exotic FZ600 and Suzuki's new 600cc Katana). Yamaha admits $4000, "is a lot of money for a 400."

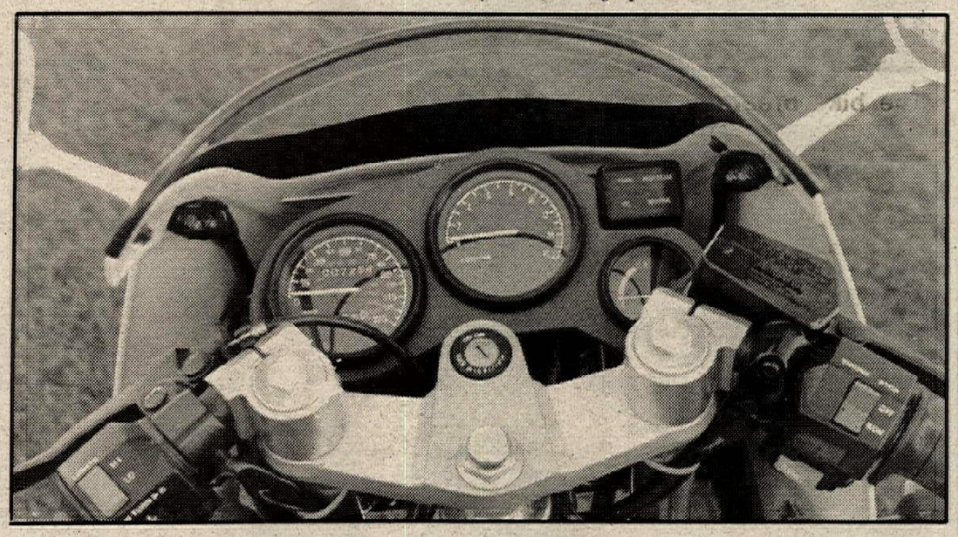
With the FZR400, however, Yamaha hopes to establish the 400cc model as a viable entry into the sport market by clearly selling quality. Yamaha claims the little FZ is, "the best sport bike available," (a matter of opinion) and boasts to buyers that, "we haven't compromised specs to reduce cost." They certainly haven't.

Yamaha allowed American motojournalists to spend a day aboard the FZR400 (both the California model and the 49-state model) during a recent riding session at Shannonville Raceway in Shannonville, Ontario, Canada. Everyone who rode the little machine came away from the race track impressed.

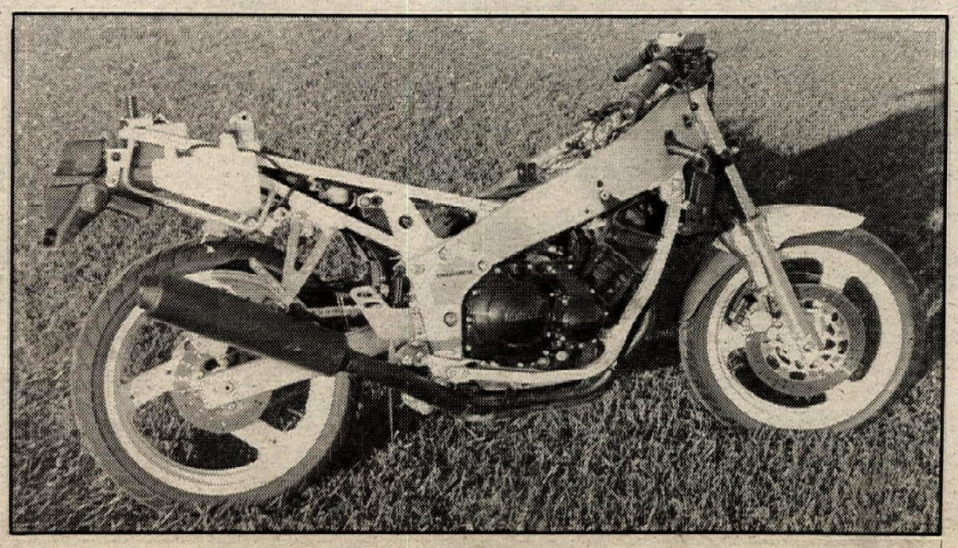
The FZR400 is powered by a 399cc, in-line four-cylinder Genesis engine that pulls hard (as long as you're in the right gear) all the way to redline at 14,000 rpm. Like larger Genesis four-stroke powerplants, the engine's liquid-cooled, transverse cylinders are inclined forward 45°; the cylinders are fed by four 32mm downdraft Mikuni BDS32 constant-vacuum carburetors.

Unlike the larger Genesis powerplants in Yamaha's FZ line, however, the motor in the FZR400 has four, rather than five valves per cylinder. Company engineers feel the five-valve design works best only in cylinders larger than 175cc, thus the 400's relatively narrow bores are too small to take advantage of Yamaha's unique five-valve configuration. Once on the road, we didn't miss the fifth valve at all.

The rods, wrist pins and camshafts are machined from chromemoly steel to help the engine withstand the 14,000 rpm redline, and a new cam chain design is reportedly lighter and stronger than the original design used in the 1986 FZR400, which was sold in Japan.



The instrument panel on the FZR400 (above) is simple and functional, (top speed reads 135 mph; redline on the tachometer reads 14,000 rpm). The FZR400 boasts Yamaha's trick, Deltabox aluminum frame (below).



A state-of-the-art computer controls both the TCI dual-coil ignition and the electronic fuel pump.

The California version of the FZR400 (the FZR400S) will be the first production motorcycle to offer what Yamaha calls EXUP — a variable exhaust valve system designed to continually alter exhaust pipe tuning to best suit different engine rpm.

Yamaha claims the EXUP system, when combined with the 400's other high-performance tuning, will, "develop the sort of power that was previously unique to much bigger motors." According to Yamaha, the system was race-tested in Japan early this year by three-time World Champion Kenny Roberts who rode an EXUP-equipped 1987 YZR750.

Yamaha claims EXUP not only will help the California version of the FZR400 meet the state's stricter emission regulations, but also will boost low and mid-range torque, resulting in higher power output. "For once," said Yamaha officials, "California will get a faster version than the other 49 states." Our track time proved they're not kidding — EXUP works.

The EXUP system — which is sort of like a four-stroke version of the power valve system on Yamaha's two-stroke motocross bikes — regulates, "the flow of positive and negative pressure waves to improve cylinder scavanging at all engine speeds," according to Yamaha.

The wedge-shaped valve is located at the end of the four exhaust pipes where they enter a four-into-one exhaust collector. It is operated by a stepless servo motor through push/pull cables and is regulated by the ignition computer. Designed to be sensitive to engine speed, the EXUP valve is almost entirely closed at low rpm and gradually opens to permit unrestricted exhaust flow at high rpm.

Yamaha claims the EXUP system results in smoother, quieter idle, a 10 percent power increase, a 30 percent increase in low- and mid-range torque, a five percent decrease in fuel consumption and a reduction in hydrocarbon emissions of between 20 and 30 percent.

Both FZR400 models sport Yamaha's rigid, lightweight Deltabox aluminum frame, which boasts racing technology developed by former World Champions Roberts and Eddie Lawson.

The bike is suspended in front by a Kayaba fork which boasts 38mm stanchion tubes. The rear Monocross suspension controls an aluminum swingarm via a single Kayaba shock with seven-way adjustable spring preload.

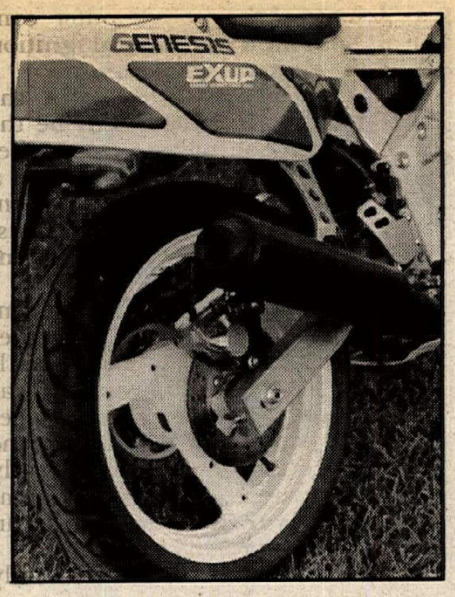
The 400 has massive disc brakes to handle stopping chores. Up front, the FZR sports dual 11-inch floating discs, and a 8.25-inch disc shuts things down in the rear.

The full fairing-equipped sportbike will come standard with Dunlop or Bridgstone low-profile radial tires (10/70 R17 53H on the front, 40/60 R18 64H on the rear) mounted to hollow cast-aluminum wheels.

On the race track

The Yamaha FZR400 packs plenty of pavement punch — just click the six-speed transmission into the proper gear and follow up with a big twist of throttle.

Under power, the 400 accelerates hard, almost as hard as its big brother, the FZ600. If we had a chance to compare the two bikes side by side, we'd bet cold hard cash that the FZ400 would match its bigger brother beat for beat on top end at 135 mph (no, it won't challenge Honda's CBR600 Hurricane).



On the California model, an exhaust power valve is located in the exhaust collector.

The EXUP-equipped model is easier to ride through corners, especially for less experienced pilots. EXUP allows a rider to roll on the throttle and power through the turns even if he's running a gear too high. It definitely pulls harder due to the extra power produced by the exhaust power valve.

On the 49-state model, which will be imported without EXUP, there is a tendency to run a gear lower to offset the lack of EXUP boost in the midrange and low end. The California model feels as if it's carbureted a little leaner in the mid-range to somehow offset the power valve in the exhaust.

We put the bikes on the road, running side by side at 50mph, and rolled on the throttles simultaneously. The EXUP-equipped FZ used its boosted mid-range to pull away from the 49-state model. Once the two bikes hit top end, however (with the California model about 20 feet in front of the 49-state version) top speed was dead even.

Although the FZR400 is fast, you have to *ride* it to make it go fast. It's a full-on sport bike which probably won't work well for commuting — if you're not running in the right gear at the right time, there isn't a lot of extra power. If an FZR400 rider suddenly needed a lot of horsepower to get out of a tricky traffic situation, and if he were cruising along in the wrong gear, that power might not be there. The FZR400 makes plenty of ponies, but you have to keep it on the pipe.

The FZR400 has roughly the same dimensions as the FZ600, but it's 40 pounds lighter (370 pounds vs. 410). If you thought the 600 was easy to flick into the corners, you'll love the 400; it handles like a dream — the thing was made for corners.

The front end worked well for most test riders, who weighed anywhere between 150 and 200 pounds; lighter riders felt the telescopic fork might work better for them with a little lighter fork oil; nobody expressed disatisfaction with the rear Monoshock.

Ground clearance (5.31 inches) was good — with the 400 a pilot can dive into a turn and lean the bike over farther than most sane riders would want to. However, there are tabs on the end of the footpegs that have to go. With highly-skilled riders, the tabs hit the pavement when the bike is leaned over to its limit. The fix is easy — take a pair of channellocks and snap them off.

The bike offers a comfortable riding position, even for our test rider who is six feet tall and weighs in at 200 pounds. Our test rider felt cramped while crawling onto the bike, but once he was rolling things felt fine.

The dual floating front disc brakes can stop the 400 in such a hurry that we never touched the rear brake and can only assume the rear brake works as well.

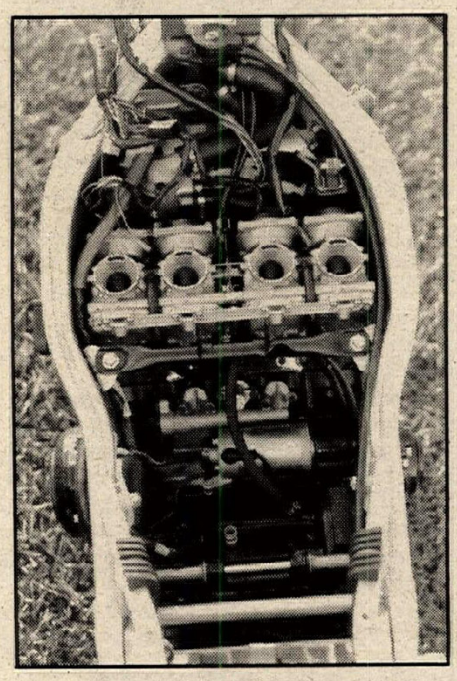
The bike is offered in Yamaha's classic silky white/fine red paint scheme and is as attractive as it is functional.

Conclusion

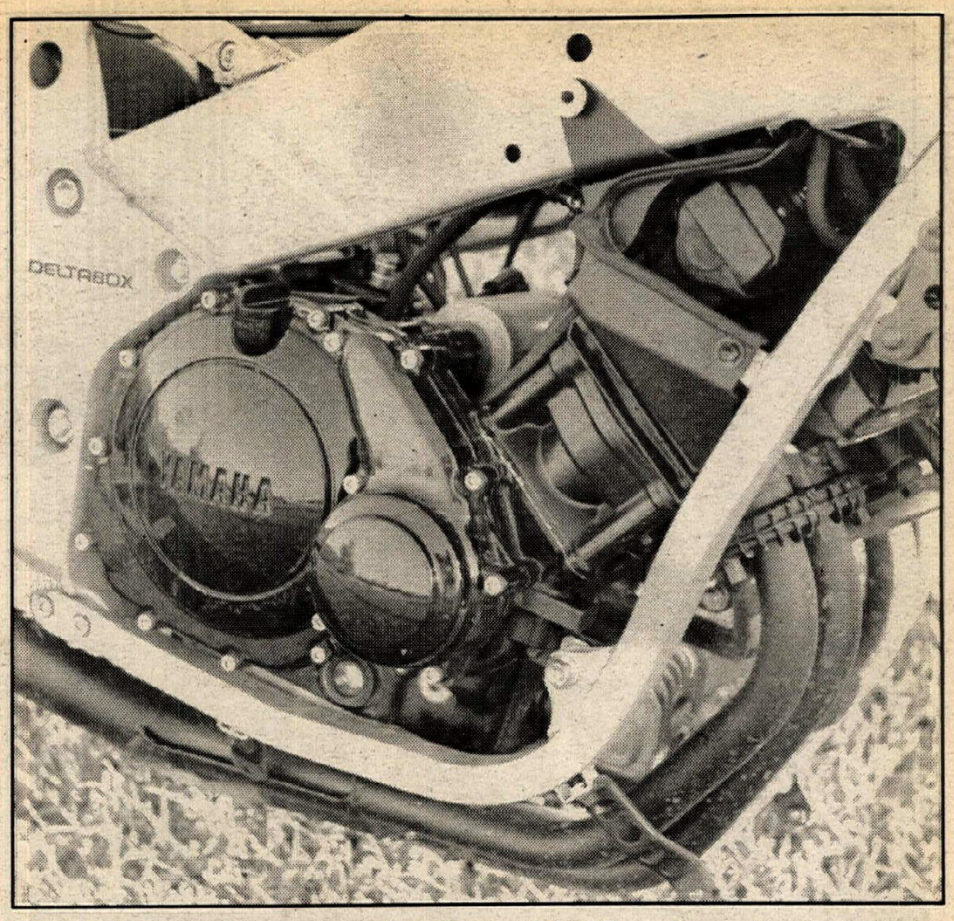
The FZR400 is trick — much more exotic than its similarly-priced brother, the FZ600. It's a state-of-the-art motorcycle for the serious enthusiast. Since it will cost about the same as a 600, however, the average rider will have to ask himself if he wants to pay a 600cc price for the best 400cc motorcycle on the market.

Yamaha has taken a big gamble by introducing a 400cc model into a market segment dominated by larger motorcycles. If Yamaha can sell the idea of a 400cc sport bike to consumers, the FZR400 probably will replace the FZ600 as Yamaha's premier lightweight machine.

And it could spark interest among other manufacturers. Will we be seeing a 400cc Hurricane soon? •



The bike breathes through four, 32mm downdraft Mikuni BDS32 constant-vacuum carburetors.

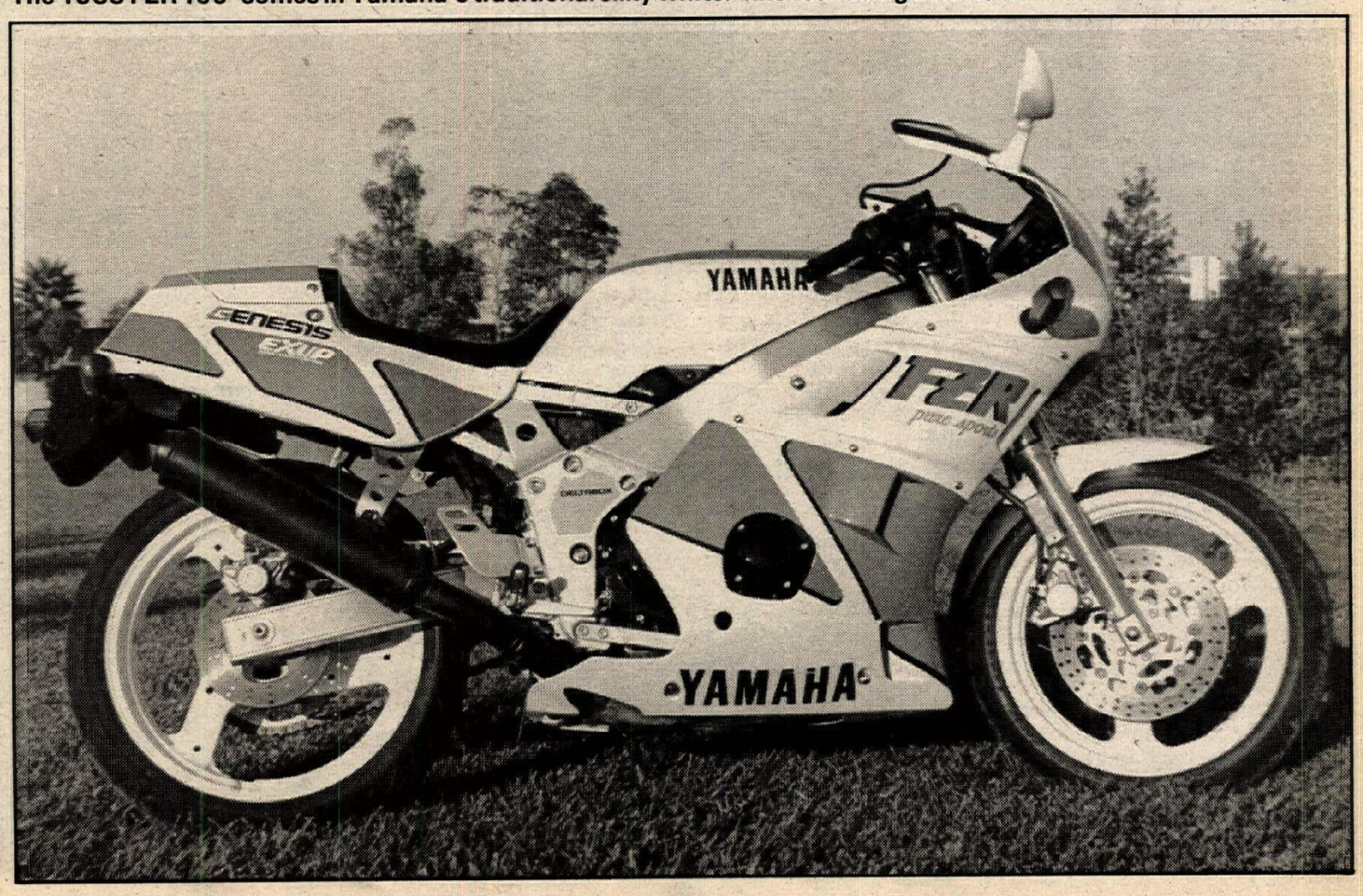


The liquid-cooled, four-cylinder, four-stroke Genesis engine has plenty of power. It accelerates as hard as any 600 and redlines at 14,000 rpm.

Yamaha FZR400

Engine type	Liquid-cooled, four cylinder, four-stroke
Bore x Stroke	56x40.5mm
Displacement	399cc
Compression ratio	11.5:1
Carburetion	(4) 32mm Mikuni
Starting system	Electric
Ignition	TCI
Lubrication	wet sump
Transmission speeds	6
Primary drive	gear
Final drive	chain
Gear ratios	
Primary	2.170:1
Final	2.895:1
6th	1.174:1
5th	1.273:1
4th	1.435:1
3rd	1.714:1
2nd	2.222:1
1st	3.308:1
Frame	Deltabox aluminum
Rake/trail	N/A
Front suspension	telescopic fork
Fork tube dameter	38mm
Front wheel travel	5.12 in.
Rear suspension	single shock swingarm
Rear wheel travel	5.12 in.
Front brake	11 in. dual disc
Rear brake	8.25 in single disc
Front tire	10/70x17 radial
Rear tire	40/60x18 radial
Claimed dry weight	370 lbs.
Overall length	81.5 in.
Overall width	27.2 in.
Overall height	44.3 in.
Wheelbase	55.1 in.
Fuel capacity	4.76 gal.
Ground clearance	5.31 in.
Seat height	30.9 in.
Colors	White/Red
Retail Price	$3999
Retail Price (California)	$4099

The 1988 FZR400 comes in Yamaha's traditional silky white/fine red racing colors; it's an attractive motorcycle.



Local rider Kevin Bennett beat several National riders at the Sandy Lane National by dropping only 26 points.

Jack Lafferty Jr. tried to stay with Bennet and was originally credited with second overall, but an addition error bumped him back to third.

AMA/RK Chain National Championship Enduro Series: Final round

Bennett blasts Sandy Lane National

By Paul Clipper/Trail Rider Magazine

CHATSWORTH, NJ, NOV. 15

Local rider Kevin Bennett dazzled the National riders this weekend by beating them badly at their own game. There was never really a contest, as Bennett rode the Sandy Lane course at his usual speed on his Millville Cycles Yamaha YZ250, dropping 26 points to second place finisher Dave Bertram's 35 points. Bertram and Team Husky partners Jeff Russell and Terry Cunningham were surprised at first, but when they learned that Bennett was the ECEA Champion this year, they were satisfied.

"Point this guy out to me!" said Russell, who finished fifth overall. "If he's that fast, I want to shake his hand!"

When the scoring started, it looked like a local sweep of the first two places, as Jack Lafferty Jr. was scored as second overall with 37 points. Bertram went up with 38, but an addition error was pointed out and Lafferty was moved to third, behind Bertram's 35. Lafferty, riding a Husky 250WR, was ECEA Grand Champion in 1983, 84, 85, and 1986, giving up his crown this year to long-time riding partner Bennett.

Fourth on the docket was Carolina Tool's Randy Hawkins. Hawkins had a decent day on his 250 Husky, but simply rode a notch under the pace of the leaders.

SETRA Hare Scrambles Champion Allen Gravitt finished sixth overall on his KTM with 48 points, which was good enough for the High Point A trophy. Gravitt, who is sponsored by H&H KTM, Smith, Duralube and Trelleborg, came up north with Barry Higgins for the ride, and left before trophy presentation thinking he wouldn't even figure in the results, "since the winner dropped 26." Higgins won the A Senior class.

Seventh and eighth overall were local riders John Rogers and Ken Yankowski, both riding KTMs, with 49 and 51 points, respectively. Yankowski and Rogers have been battling all season for the ECEA AA class win, and although Rogers came out on top at the Sandy Lane, Yankowski still had the points and will win the class for the year. Ex-motocrosser Pat Moroney took the ninth spot on a KTM with 54 points, and Honda's Drew Smith finished out the top 10 with a 55-point ride on his XR280 four-stroke.

KTM factory/H&H KTM-sponsored Kevin Hines, who had wrapped up the National Championship two weeks before, started the Sandy Lane on a KTM 250 Enduro, but retired at about the 114-mile mark with an ailing clutch. Up to that point his score card showed he was only one point over Bennett's pace, but as the slipping clutch extracted deep blisters on his left hand he decided to pack it in before he had to push. Hines' arch rival, Terry Cunningham, rode a 125cc Cagiva and regretted his choice of mounts after the first section.

"I dropped five, and everybody else dropped three," he said with a grin. "A 125 was not the best size bike for this course!"

The Meteor Motorcycle Club outdid themselves preparing the course for this National. Club members worked weekends for four months searching out the oldest Sandy Lane trails they could find, mapping the trails, and then clearing out overgrown brush and face-slappers. The end result was a course that was almost entirely free of whoop-de-dos, and run over trails that local riders hadn't seen for many, many years.

Trail Boss Dale Freitas described the course as, "tight in the beginning, and then just when you thought it couldn't get any tighter...."

And Freitas was true to his word. The riders entered the woods right after a 2.4 mile reset right off the start, and when they emerged at the first check they had an idea what was going to happen all day. Only Bennett and Yankowski clocked a two-point loss, the rest at least three or four. The next two checks were zeroable, and Russell and Gravitt both blundered in for burn points.

At check four, Meteor threw in the first taste of really tight trees, and although points were taken, the top riders all dropped three points, with the exception of Bertram and Russell, who each dropped four, allowing Bennett to take more of a lead on them. Hines, Lafferty, Rogers, Hawkins, and Gravitt were all tied up in second.

The next three checks all turned out to be zeros, especially when the club had to throw out checks five and six due to mileage errors caused by hunters pulling down arrows.

"We don't like zero checks anyhow!" said Trail Boss Freitas good humoredly, since he was the only one who knew what was coming up.

Check eight was the first really tough check-out, and Freitas stood in the check, arms folded, staring into the woods as number six, then seven, then eight, came up on the flip cards before the first rider came into the check. The first group of riders weren't looking very chipper, but the worst was coming.

The eighth check ran back-to-back with the ninth check, and Bennett and Hines were the only two who dropped five at the first one and five at the second. Bertram dropped a five/six, as did Lafferty. Everyone else was rapidly running out of steam. An *easy* section before the third gas stop featured a deep sand road that was closed off at both ends, and some of the AA riders were almost hitting 90 mph down the road. The C riders weren't as energetic.

"There wasn't a one of them who had any *fast* left in him!" said Meteor President Russ Hancock, watching at the sidelines.

From the third gas to the finish was a killer. Hines dropped out at the 10th check, which was a zero check. The 11th took a point from everyone except Bennett, the best scores at 12 were a six each from Bennett and Bertram, but by now Bennett had a four point lead and wasn't looking back. Russell joined the two of them for a zero at check 13, then Bennett dropped a three to Bertram's four at check 14 — before the controversy began.

Bennett and Lafferty tore out of check 14 like two men possessed, right through a reset and into the woods, with six miles left on the route sheet until the finish. Bertram arrived just seconds ahead of Russell and they both sat at the 10 minute reset for at least a minute until a spectator came up and told them

Husqvarna rider Dave Bertram was second overall and first AA rider after the addition error was corrected. He beat Lafferty by two points.

Newly-crowned National Champion Kevin Hines was within one point of Bennett before dropping out after 114 miles with an ailing clutch.

there was nothing between there and the finish, and Bennett hadn't waited for the reset.

They were off in a shot, but it was too late. Bennett finished up with two points off at the last check, Lafferty did a five.

"He came up on me going into 13, and I just had to let him by," Lafferty said about Bennett. "We rode together for a while, but he was just flying. I couldn't keep up." Bertram and Russell came in with a six and a seven, but then complained that the flipcards were wrong during scoring. When they checked the check clock and backup sheets they were satisfied that the error was on their part and the protest was withdrawn.

Being the 50th Anniversary of the Sandy Lane, the Meteor Club included a Vintage class, for bikes 15 years old or older, and they drew some interesting entries. It was easy to tell that most of the Vintage class riders were old hands, because most never turned in their cards at the end of the run, figuring a DNF didn't mean anything! Jim Smith, father of Drew, wowed the crowd by starting on a Norton, and Jim Hoar turned hundreds of heads by making it as far as check seven on an ancient Honda CT90 step-through! The class was won by Mike Slate, on a beautiful Triumph 500 twin.

Dave Tucker emerged from the 125cc B class to take the High Point B honors with 70 points, and Kevin Smith came from all the way back on minute 85 to win High Point C with 32 points (the C riders were finished at the third gas stop). The Women's class contenders also ran a shortened course, and Kathy Campbell was first in with a 41 over the 65 of Linda Luhn. In the Super Senior class, past ECEA President John Cooper once again took the honors, this time with a 29 points score over the 37 points posted by Joe Morel from Massachusetts. South Jersey Enduro Riders #1 Team took the team honors.

The cards were turned in and the computers turned on, and scoring took a few hours after the first riders came in. Everybody was groaning and aching, but it was agreed that the 50th Sandy Lane will go down in history as a *real* enduro. Still, just before the trophies were handed out Meteor scorekeeper Bob Henry took the microphone and asked the crowd, "What did you think of the course?" Immediately a chant went up — "Kill Dale Freitas! Kill Dale Freitas!" Freitas, of course, was nowhere to be found.

With the smoke and steam settling out of the tight and wet sections of the course, the Sandy Lane wound down; and with it the National and ECEA Championships. It was a tough year for the incumbents, and a great year for the challengers, with Lafferty being deposed by Bennett, and Bertram and Husqvarna being toppled by Hines and KTM. "I'm just glad it's finally over," said '87 champion Hines.

"It was a good year, and Dave (Bertram) was a great guy to ride against. I really respect him as a good, fair rider — but I'm still glad I beat him! I had a lot of help from KTM America, from H&H KTM in Mableton, Georgia, from Duralube, Dunlop, Malcolm Smith, Z Racing and Arai, and I'm really thankful for that. Next year maybe we'll do it again!"

Unofficial Results

GRAND CHAMPION: Kevin Bennett (Yam).
HIGH POINT A: Allen Gravitt.
HIGH POINT B: Dave Tucker.
HIGH POINT C: Kevin Smith.

AA: 1. Dave Bertram (Hus) 2. Jack Lafferty Jr. (Hus); 3. Jeff Russell (Hus); 4. John Rogers; 5. Ken Yankowski.

A 125: 1. T. Shann: 2. T. Napier; 3. R. Baulch; 4. C. Leonard; 5. D. Lennon.

A 200: 1. Mirhell; 2. B. Dana; 3. S. Wolfersburger; 4. Gaertner; 5. D. Burnett.

A 250: 1. J. Rosenburg; 2. S. Hodgson; 3. R. Mollenkopf; 4. S. Vanasse; 5. A. Bylsma

A OPEN: 1. D. Scotten; 2. K. Wells; 3. T. Recchia; 4. C. Tenney; 5. J. Millard.

A SR: 1. B. Higgins; 2. J. Palumbo; 3. B. Triplett; 4. A. Zitta; 5. R. Ryan.

A 4-STRK: 1. B. Bennett; 2. K. Clark; 3. W. Wickline; 4. J. Smith; 5. P. Ruggiero.

B 125: 1. W. Ryan; 2. M. Lane; 3. G. Malasrski; 4. K. Mc Intyre; 5. S. Anderson.

B 200: 1. J. Mayer; 2. B. Hickman; 3. T. Topham; 4. E. Kiniber; 5. M. Reszkowski.

B 250: 1. D. Clemence; 2. M. Larsen; 3. J. Theurkauf; 4. M. Harrington; 5. C. O'Brien.

Team Husqvarna rider Jeff Russell finished fifth overall and third in the AA class. Russell was amazed by Bennett's speed.

B OPEN: 1. A. Tomazello; 2. E. Albert; 3. B. Shamrock; 4. R. Cornelius; 5. L. Gottshalk.

B SR: 1. R. Darpino; 2. T. Ebersole; 3. A. Astle; 4. G. Dell; 5. E. Mellor.

B 4-STRK: 1. R. Emmons; 2. N. Pope; 3. J. Cooper; 4. D. King; 5. W. Hess.

WMN: 1. K. Campbell; 2. D. Hickman; 3. L. Luhn; 4. V. Martin.

S/SR: 1. J. Cooper; 2. J. Morel; 3. D. Burnett; 4. R. Sape; 5. E. Baker.

TEAMS: 1. S.J.E.R. #1; 2. Ridge Riders #1; 3. Tri County Hammer; 4. S.J.E.R. #2; 5. C.J.E.R. "Good".

C 200: 1. J. Castaldi; 2. M. Lafferty; 3. J. Dengler; 4. M. Costner; 5. W. Adamchik.

C 250: 1. R. Gregory; 2. S. Browr; 3. K. Duffy; 4. K. Douthitt; 5. M. Bianco.

C OPEN: 1. B. Atkenson; 2. M. Strickland; 3. B. Bayer; 4. F. Lillo; 5. J. Reynolds.

C 4-STRK: 1. B. Desimone; 2. D. Lehrbaum; 3. R. Lee Farley; 4. K. Willith; 5. S. Schanne.

VINT: 1. M. Slate; 2. J. Hoar.

AMA Trustees report

The American Motorcyclist Association Board of Trustees met in Milwaukee, Wisconsin, on November 9, 1987.

Also in attendance were AMA Congress Delegates Denis Petrie, Al Sumner, and Dave Gradall, AMA member Bob Dyble, and Honda employee Bruce Mandel.

The trustees reviewed year-end financial reports and noted that the Association had improved its deferred revenues by 6% and its operating reserves by 30%. Although the Association has experienced unexpected legal costs arising out of a dispute between supercross promoters, fiscal 1987 was completed close to budget and the Association remains in very sound financial condition. In addition, the AMA has purchased its Westerville, Ohio, headquarters, opening the way for construction of museum space for the American Motorcycle Heritage Foundation.

AMA Chairman John Hasty reported on the strategic planning project scheduled for completion early in 1988. The trustees reviewed core committee planning in six divisions of AMA activity, and concluded that a top priority should be placed on planning related to professional racing. Association President Ed Youngblood was instructed to develop a plan for corporate reorganization aimed at:

*Streamlining the decision-making process in professional rules;

*Establishing a separate pro racing subsidiary that would benefit the commercial marketability of professional motorcycle racing and enable the AMA to more effectively focus its attention on the government relations and image-building programs vital to the future of the motorcycling community as a whole.

Membership Director Mark Mederski presented a report analyzing the 1987 membership growth and outlining plans for 1988. He noted that the Association has maintained an average annual growth of over 2,000 members since 1982 with a growth of nearly 3,000 members in 1987. This will remain as an area of major emphasis for 1988.

The trustees studied an architectural design and funding plan for renovation of AMA's National headquarters intended to provide space for an American Motorcycle Heri age Foundation museum. Th board approved the design an instructed the staff to obtain finan ing to begin construction in 198 Youngblood was also asked to con sult with the leadership of th Antique Motorcycle Club of Americ about effective ways to expand th AMHF board. It is hoped that th museum will be a reality by 1989.

The board reviewed and approve the minutes of the 1987 AMA Con gress, clarifying one rule governin the mandatory use of goggles aime at reducing liability for the Associ ation and the organizers of sancti oned events. Denis Petrie, the electe spokesman for the AMA Congress discussed ways to improve commun ication and described a similarity o goals. The trustees concluded that committee for ways and means an long range planning should b established within the Congress an to continue the lines of open com

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1408 41st Avenue, Capitola, (408) 476-8100
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CONCORD HONDA
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HONDA OF OROVILLE
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munication between Congress and the trustees.

Mr. Petrie explained that after having seen the trustees in action he realized that Congress and the trustees are pursuing the same goals and that the trustees are aware of the important role played by Congress in governing the Association. Mr. Petrie will make a complete report to Congress in the near future.

Vice President for Professional Racing Bill Amick reported on the current impasse that exists in 1988 supercross scheduling, resulting primarily from legal battles between promoters and limitations placed on the AMA by the Insport Agreement. After a careful consideration of legal options and potential financial impact, the Board instructed the staff to investigate and pursue all reasonable ways to enable the Association to sanction a January event at Anaheim Stadium. Amick reported on proposed 1988 professional rules changes because of objections by Honda. The trustees discussed dirt track weight and claiming rules at length, and passed an amendment to the claiming rule placing a 45-day moratorium on once claimed bikes aimed at reducing the likelihood of hardship for teams that might have to replace claimed engines. The trustees consented to a waiver of the stability rule for the purpose of enabling 600cc four-stroke, single-cylinder road racers to compete in the 250 Grand Prix class in 1988. At the request of Paul Schlegel, the trustees moved that the staff pursue creative and extra-ordinary measures to increase the field of riders entering supercross events. Amick reported that a new 600cc dirt track National Championship program has been received enthusiastically by promoters and that he expects a series of 15 to 20 National events. He reported on current sponsorship negotiations noting;

*Camel will pay $475,000 to riders in 1988;

*Castrol will return with a $40,000 250cc road racing sponsorship;

*Contingencies paid to AMA pro riders during 1987 amounted to over $200,000;

*Camel's 1987 payoff was $440,000 to 33 riders as compared to $275,000 to 19 riders in 1986.

AMA President Ed Youngblood reported that some improvements have been seen in the liability insurance market, and that a further reduction of premiums has been achieved for sanctioned road riding events in 1988.

Youngblood reported on the FIM Congress that had just taken place in Paris. He said that the AMA has entered a tentative bid for the International Six Days Enduro in 1993, which will be the 20th anniversary of the first American Six Days. He said that the Association must conduct a careful feasibility study on this expensive and complex undertaking and return to the FIM with a decision by October 1988. He reported that plans remain on track for a Grand Prix Road Racing World Championship at Laguna Seca on April 10, 1988. He added that Laguna Seca intends to conduct this event and also maintain its July National Championship Road Race in 1988.

The trustees reviewed current government relations activities and commended the staff for its initiative in defeating superbike legislation and opening dialogue with Senator John C. Danforth to pursue meaningful motorcycle safety programs on the federal level.

The trustees approved a charter for AMA District 13 consisting of the state of Virginia.

The AMA Board of Trustees will next meet in Cincinnati in late February. •

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Team Husqvarna's Dan Smith claimed his fifth National hare & hound victory of 1987 at the final round in Winnemuca Dry Lake, Nevada.

Former Can-Am rider Ron Naylor made his debut in Nevada as a factory ATK pilot. He finished second despite a malfunctioning front brake.

AMA National Championship Hare & Hound Series: Final round

Smith wins Nevada H&H season finale

By Anne and Tom Van Beveren
Photos by Tom Van Beveren
RENO, NV, NOV. 15

Dan Smith claimed yet another National hare & hound victory today at Winnemucca Dry Lake, 80 miles northeast of Reno. The win, which marked Smith's fifth victory in this year's nine-race series, was an added bonus for the Team Husqvarna ace, who came into the final round with the National Championship wrapped up.

"It's a nice way to close the year out," Smith said. "The series was a lot closer than it was last year, so even though I'd already won it before this race, it's nice to win another race before it's all over. I had a lot of problems this year and I'm hoping my good luck late in the season will put me on a good track for next year."

Even though the overall National title and all the class championships except the Vet Division title were sewn up before the final race began, the competition at the Western States Racing Association's event was as fierce as ever. It was anybody's race as the entrants donned heavy jackets, face masks and bandanas to ward off the chilling morning cold.

Colorado rider Jim Thompson grabbed the holeshot when the starting flag dropped at 9.30 a.m., and was out front as the racers plowed through the thick silt of the bomb run.

Ex-Can-Am racer Ron Naylor, who was making his debut as an ATK factory pilot, was soon hard on Thompson's heels and the front-running duo had opened up an impressive one-minute lead over the rest of the pack as they flashed past the five-mile mark. Idaho's Curtis Dice, YZ250 pilot Lance McPhee and Husqvarna's Garth Sweetland were also high in the early running, but Smith's 510 thumper was nowhere to be seen.

"I got a really bad start," Smith explained. "It took me two kicks to get the bike started and it seemed like everyone else on the line got a one-kick start. I was left way back in the dust and I was 19th past the bomb."

As the racers headed out into the first of three loops, the dry, silty conditions of the starting area were soon left behind.

"It's pretty damp out there," said Dave Cairns of the WSRA. "The worst of the dust is right here by the pits. Once you get out on the course the sand washes are pretty wet and there's some snow on the higher parts of the course. There are some fast sections but we have a few tight sand washes and switchback roads, and a lot of cow trails through the sage brush."

The racers settled into stride and the front-runners averaged close to 40 mph as they battled for the number one spot, racing fiercely despite miles of virgin terrain, narrow trails and thick sage brush.

Naylor was pushing hard all the way and broke through to take over the lead before the halfway point in the first loop despite developing mechanical problems right off the start.

"My front brake went out about five miles into the first loop and I had to ride the rest of the race without it," Naylor said. "It made it really hard to stop on the downhills and that made the race pretty tough because the downhills are usually my strongest point. It's pretty scary going 90 mph on the roads when you can't stop, too."

Back in second, Thompson was still hard on the gas but the winner of the Arizona round of the series was unable to keep CR500 pilot Curtis Dice at bay and soon slipped back into third.

Further back in the pack, Smith had launched an all-out drive to make up for his lackluster start and was coming up fast. Rider after rider fell prey to the flying Husky pilot until Smith was alongside Thompson and looking to take over the number three spot.

As the first bike appeared at the end of the first loop and started the downhill run into the pits, Naylor was still out in front. After one hour and four minutes of pushing it to the limit, the ATK406 pilot flashed into the pits one minute in front of Dice. Smith was 30 seconds back in third, running 40 seconds ahead of fourth-place Thompson.

YZ250 pilot Lance McPhee had the 250cc class lead in fifth overall, with Arizona's Garth Sweetland, CR500 pilot Duke Dowell and YZ250 rider Dean Joyner tucked in behind him.

"I had a few problems following the course on the first loop," said Dowell. "The ribbon had been knocked down in one place so instead of turning (and) going up a hill, I kept on going straight and went about five miles the wrong way before I turned around. I think a lot of people got lost there."

The Vet contenders were led through by southern California's Dan Dawson, aboard a Kawasaki, who was making his final bid for the class championship in 11th overall. But Dawson's arch Vet rival, Wayne Carlton, was pushing hard to capture the title from three minutes back in 15th overall.

The first 125cc competitor out of loop one was AMA/District 38 hotshot Bruce Taylor in 13th overall. CR125 pilot Edd Price was pushing hard in 17th, and Coors Extra Gold's Jeff Miller, who had already claimed the 125cc National title before the starting flag had dropped, was running 24th overall and trying to make up time after suffering an engine seizure in the early going.

Naylor was still giving it all he had going into loop two, but as the front-runners started to move up on the first of the lapped riders, his useless front brake became more of a handicap. Back in third, meanwhile, Smith was enjoying a trouble-free ride.

"I was having a great ride, working my way up through the pack," Smith said. "The bike was running perfectly and I really like this kind of course where you don't have to go sixth gear, wide open all the way."

The "great bike, great course" combination soon took Smith past Dice and had him rubbing elbows with Naylor. Smith then won a late-braking-before-the-corner contest and took the number one spot from Naylor about halfway around the second loop.

The racing was close all the way to the second pit. Less than two minutes separated the top four riders as they flashed through home check. Smith had a 30-second lead over Naylor, with another 30 seconds back to Thompson and then a minute back to Dice.

Dowell and McPhee were fighting it out for fifth overall and Sweetland was still in the hunt despite being forced to back off his sizzling early pace when his swingarm pivot bolt loosened up.

Vet leader Dawson surprised the competition by dropping out of the running about halfway around the second loop, passing the Vet lead and the class championship over to Carlton.

"I passed Dan out on the second loop and stopped to check that he was okay," said Carlton. "He'd hurt his back at a local race the week

Duke Dowell (above) battled with Curtis Dice throughout the final loop. Dowell finished third overall, while Dice had to settle for fourth.

Dice (above) lost the show position to Dowell by two bike lengths at the checkers. The duo crossed the finish line in an all-out sprint.

Lance McPhee powered his Yamaha YZ250 to fifth overall, collecting first place in the 250cc Expert division.

before and said it was really bothering him and he was just going to putt in. After that, I knew I had it made so I backed off and just tried to make sure the bike kept running."

Taylor kept the 125cc class lead until a rear flat forced him to back off the throttle late in loop two, allowing Price to power by. Taylor was half a minute behind Price as he slid sideways through home check. Miller was hanging onto third, just two minutes behind Taylor, despite continuing mechanical problems, but finally hung it up when a rod flew out the side of his engine when he pulled in for his second pit.

Smith was cool, calm and waving goodbye to his pit crew as he powered out through the silty starting area for the final time. The big Husky had a healthy roar as Smith wound on the throttle at the end of pit row and it was clear that loop three was going to be smooth sailing for the two-time National champ.

Naylor was hard on the gas as he headed into the final loop with a 30-second deficit to make up. Back in third, Thompson wasn't wasting any time either, but the Colorado hot-shot's race ended just a few miles into loop three when he broke a chain and lost time trying to make trail-side repairs.

Try as he might, there was nothing Naylor could do about the long-gone Smith. The Husky pilot stepped up the pace in the final loop to knock almost two minutes off his previous lap times and cruised in to take the final win of the National series by an almost-comfortable three-minute margin.

"That was such a good course," said Smith. "The only problem I had today was with the cold. There was snow up in the higher parts of the course."

Smith said a special thank you to his wife and to his mom and dad for pitting him all year, and also thanked his sponsors Cagiva North America/Alpinestar/Golden Spectro/Metzler/Arai/Gold Belt/F&L/Scott/HRP/Z Racing/Acerbis.

"It really feels great to win the series twice," Smith said. "The second time is even better than the first. I'm a pretty happy guy."

Despite lacking a front brake, Naylor kept his rapid pace going right up to the checkered flag to take second overall just three minutes behind Smith.

"This is the first of the National hare & hounds I've managed to finish this year," said Naylor, who thanked Scott, Dunlop and ATK. "I broke down every time before this, so it's nice to finally finish one. I would've had a great ride with some brakes."

An all-out duel for third overall raged back and forth between CR500 pilots Dowell and Dice throughout the final loop and was finally decided when Dowell flashed through home check, crouched over the bars in a no-holds-barred sprint. He finished seven minutes behind Smith and just two bikes lengths in front of Dice.

"What a race," said Dowell. "He was right behind me as we left the pits going out on the last loop and we diced it out all the way after that. We switched positions about four times. He'd fall down and I'd pass him, then I'd fall and he'd get me. We were really close the whole way."

Dowell, who is sponsored by Kalgard, Malcolm Smith, Arai, Honda Modesto and RK Chain, described the competition as "really good. The first two guys just left me in the dust."

"It was fast but fun," said Dice. "I got a flat rear tire about 20 miles into the second loop and in the last loop I plugged my air filter and didn't have any power at all. The bike wasn't running worth a damn, but it didn't cost me too much time."

Lance McPhee continued his domination of the 250cc division throughout loop three and powered his YZ250 in to capture the class win in fifth overall, less than a minute ahead of fellow YZ250 pilot Dean Joyner.

"It was too fast for a 250, but we did as good as we could," said McPhee.

Joyner claimed to have had the slowest start in the race.

"It was terrible," said Joyner. "I had seven or eight kicks before I got going and then I hit a big hole in loop one and broke one of my footpegs. But I had a good run."

The 125cc class win was claimed by Price, who finished third overall in the series points standings.

"It was the best course this year," said Price. "This place is outrageous. I loved the course and I'd go another loop if they'd let us."

The most important win of the race was captured by Carlton, who brought his Eric's Motorcycles-sponsored M-Star home to also claim the National Championship in the Vet Division.

"I'm so happy to get the overall. I've been working on it all year," said Carlton. "This was the only class that wasn't won going into this race and if Dan Dawson hadn't had problems today, he could've won it. It feels so good to win the championship."

The new National champ finished just a few seconds ahead of Reno's Joel Ellis, who claimed second Vet aboard a Honda CR500. Harold Brockelsby was the third Vet (first Vet 250) to cross the finish line.

Bill Maxim turned in a consistent performance to win the Senior division on a Honda CR500. •

Results

O/A: 1. Dan Smith (Hus); 2. Ron Naylor (ATK); 3. Duke Dowell (Hon); 4. Curtis Dice (Hon); 5. Lance McPhee (Yam); 6. Dean Joyner (Yam); 7. Garth Sweetland (Hus); 8. Jay Heying (Hon); 9. Larry Wright (Hon); 10. Darren Obendorf (Hon); 11. Edd Price (Hon).

OPEN EX: 1. Dan Smith (Hus); 2. Ron Naylor (ATK); 3. Duke Dowell (Hon).

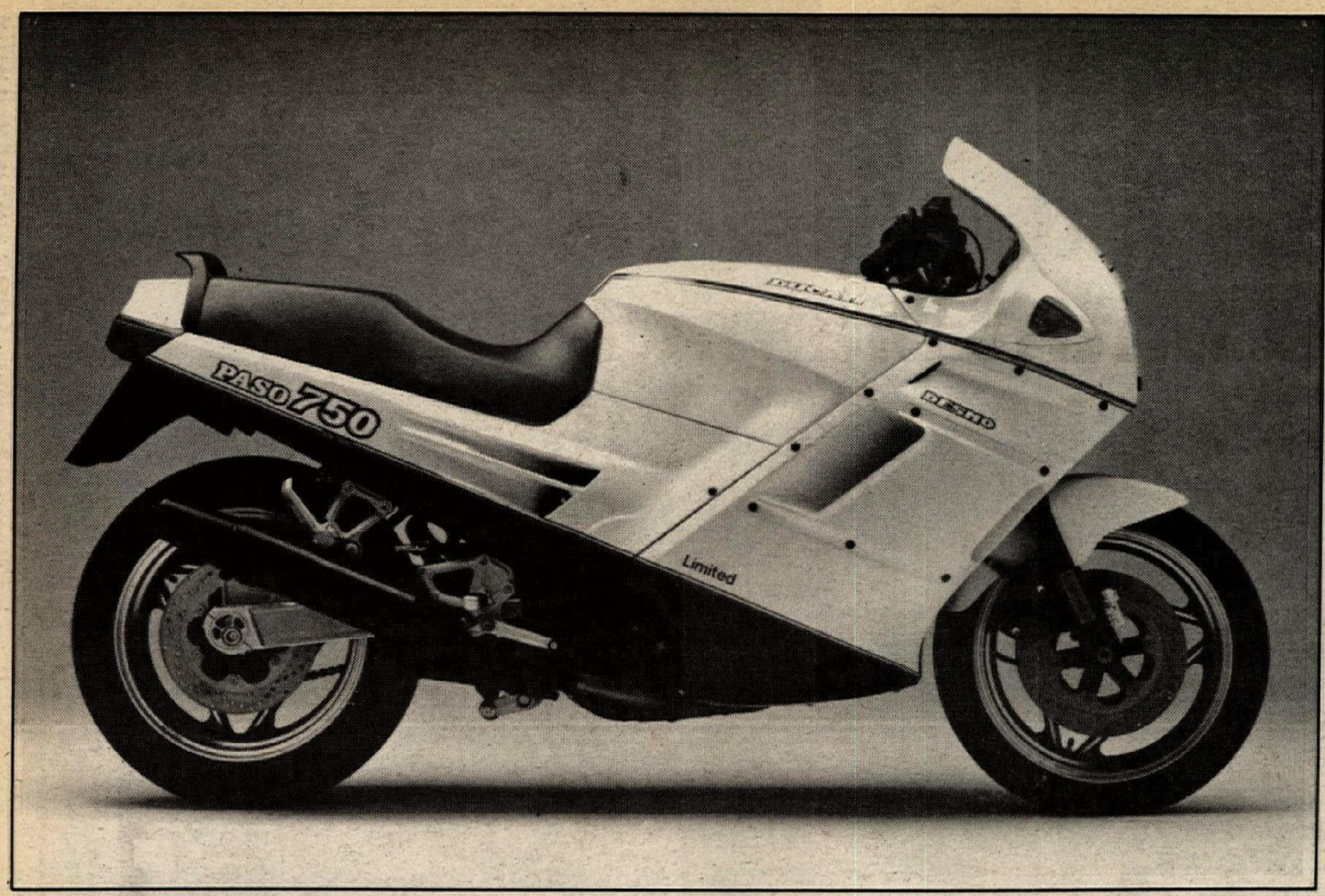
250 EX: 1. Lance McPhee (Yam); 2. Dean Joyner (Yam).

125 EX: 1. Edd Price (Hon).

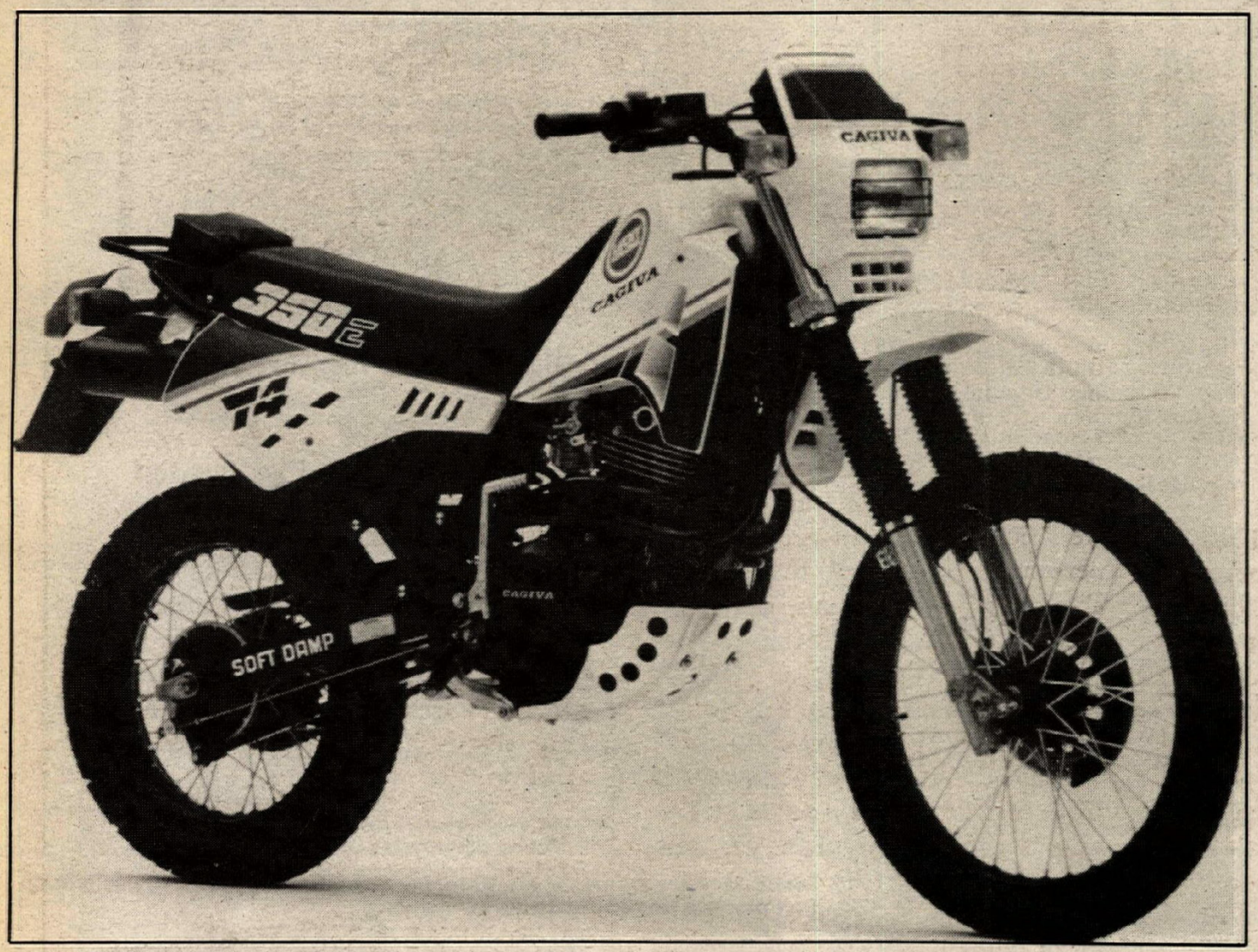
VET OPEN EX: 1. Wayne Carlton (M-S); 2. Joel Ellis (Hon).

VET 250 EX: 1. Harold Brockelsby (Yam).

SR EX: 1. Bill Maxim (Hon).



In 1988, Cagiva will offer a Limited Edition of the Ducati 750 Paso; it will be finished in pearlescent white.



The all-new Cagiva dual-purpose 350T4 is powered by a 343cc overhead cam, four-valve, four-stroke single.

1988 Cagiva street bikes

Paso 750 sets the pace

Cagiva's sleek, stylish, European-styled sport bike, the 750cc Ducati Paso, tops the Cagiva/Ducati street bike lineup for 1988. Ducati's latest Paso, the same basic motorcycle that was offered for sale in 1987, will be available in three color schemes next year. In addition to the familiar bright red and a new lustrous blue, a Limited Edition model will be available in pearlescent white.

The 1988 Paso 750 is powered by the familiar 748cc, four-stroke, SOHC, 90° V-twin powerplant with Desmodromic valves. It is carbureted by a single 44mm Weber carburetor and is fired by a Kokusan electronic ignition. The package is rounded out by a five-speed transmission, and the whole engine assembly sits in a box section frame.

Suspension chores are handled on the Paso by a adjustable Marzocchi fork in front, and by a Cagiva Soft Damp single Marzocchi shock in the rear.

To stop the big Paso, Cagiva has mounted 11-inch Brembo dual disc brakes in front and a 10.6-inch Brembo single disc in the rear. The bike is fitted with radial tires — a 130/60 V16 radial up front and a 160/60 V16 radial in the rear.

The Paso, which has a claimed dry weight of 407.7 pounds and fuel tank capacity of 5.8 gallons, will retail for $6695. The white, Limited Edition model will sell for $7195.

The all-new model in Cagiva North America's 1988 street bike lineup is a mid-sized, dual-purpose, single — the Cagiva 350T4.

The T4 is powered by a new, OHC, 343cc, overhead cam, four-stroke, four-valve, single-cylinder engine with counterbalancer. A 32mm Bing provides carburetion, and a Kokusan Electronic CDI gives off the spark. The T4 has both electric and kick start and the engine is mated to a five-speed transmission. The powerplant is housed in a single downtube, double-cradle frame.

The T4's Marzocchi telescopic front fork boasts 40mm stanchion tubes. Suspension chores are handled in the rear by a Cagiva Soft Damp Marzocchi Supermono shock. Both units reportedly deliver 9.4 inches of wheel travel.

A 9.4-inch single disc Brembo brake provides stopping power in the front, and is augmented by a five-inch drum brake in the rear. The bike is fitted with a 21-inch front rim and a 17-inch rim in the rear.

The T4 offers 11.8 inches of ground clearance, a 35.4-inch seat height and a 3.2-gallon fuel tank. Claimed dry weight is 308 pounds. The retail price of the 350T4 has not been announced.

Cagiva's pavement-only lineup is rounded out by the Cagiva 650cc Alazzurra Super Sport (a mid-sized sport bike), the Ducati 650cc Indiana (which Cagiva calls a "cruiser with European flair"), and the Ducati 750cc F1-S (a street-legal version of the Ducati 750 F1 Laguna Seca, a Limited Edition built for racing only; the 750 F1-S will not be available in California).

Both the Alazzurra Super Sport and the Indiana are powered by Cagiva's 649cc, DOHC four-stroke, air-cooled, 90° V-twin engine with Desmodromic valves. The Indiana is carbureted by two 32mm Bings, while a single 36mm Dell'orto handles the chores on the Super Sport; both bikes boast a five-speed transmission and electronic ignition.

The F1-S is powered by a 749cc, SOHC 90° V-twin with Desmodromic valves. It sports two 36mm Dell'orto carburetors, electronic ignition, five-speed gearbox, and is fitted with Brembo disc brakes (11-inch, dual discs in front; a 10.2-inch single disc in the rear).

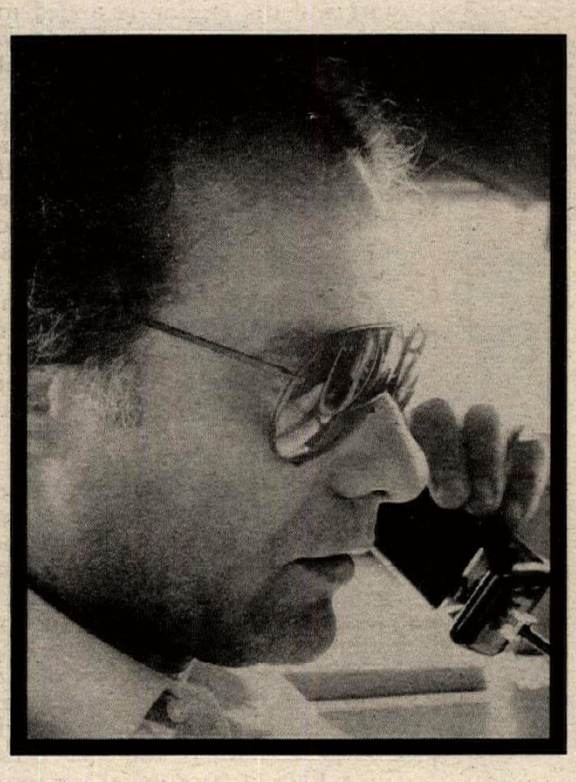
Filling out Cagiva's 1988 dual-purpose lineup are the 650cc Elefant and the Elefant Limited Edition. The Limited Edition model will be available in a black and white color scheme and the standard model will come in blue and white.

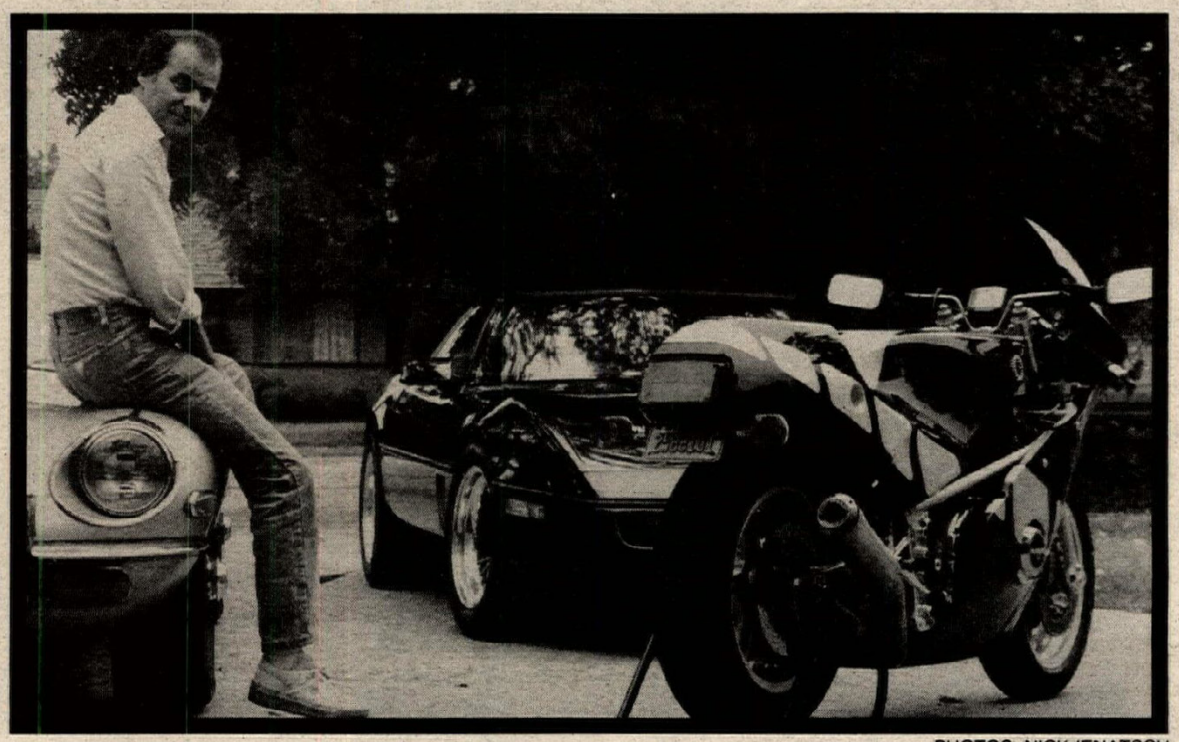
The Elefant is powered by Cagiva's familiar air-cooled, four-stroke, 90° V-twin engine with Desmodromic valves, which is fed by twin 36mm Dell'orto carbs. It boasts a five-speed transmission, electronic ignition, 9.8 inches of ground clearance and Brembo single disc brakes, front and rear.

A Marzocchi fork with 42mm tubes provides nine inches of wheel travel up front, and a single Ohlin shock attached to an aluminum swingarm gives eight inches of travel in the rear. The Elefant has a claimed dry weight of 406.7 pounds and is equipped with a 4.6-gallon fuel tank.

"The others don't seem to have the enthusiasm that MOTORCYCLIST's editors do."

—Harry Maillet





PHOTOS: NICK IENATSCH

Name: Harry Maillet

Occupation: Owner, The Performance Works

Company description: "The Performance Works started about 1976. We got into racing just for fun and saw there was a street market for many of the specialty items we were using on the racing equipment. Ours is a one-stop shop: a person can get a tune-up or a complete bike built. I enjoyed racing, but for me the real challenge was creating a marketplace for expensive toys. Some of the Bimotas we sell cost in excess of $30,000, and the people who buy them are the ones who really appreciate high-quality machinery. Often they have a collection of cars—Ferraris, Porsches—and are multi-bike owners. They're not looking for something that everybody else has; they want the quality and something that is unique."

Projects: "Our latest was the Bimota SB4S, which we tore down to the bare frame tubes and recreated. I see the SB4S as The Performance Works' rolling showroom; it displays what we can do and the way we accomplish our objectives. My personal favorite of all the bikes I've built is probably my 1979 Kawasaki MK II."

Riding history: "I've been into motorcycles since I was a kid—I've never been able to get away from them. I owned a series of Triumphs and BSAs until the Japanese market really hit about 1973 and I got into Kawasakis. I did a lot of club racing years ago and had my share of wins and losses. We also did some building for riders like Harry Klinzmann and Steve McLaughlin back then and still do some minor sponsorship."

Riding preference: "Like most of our clientele, I'm a sport rider. I try to get in a ride at least every Saturday or Sunday morning, and I really enjoy riding the Ojai area, Highway 33, or the Angeles Crest Highway."

Magazine: "When I got into this business one of the first things I did was sort out the magazines to see who was reaching the kind of performance-oriented rider I'm after, and what it boiled down to was MOTORCYCLIST. The others don't seem to have the enthusiasm that MOTORCYCLIST's editors do."

This endorsement is purely voluntary. No fee or other consideration is paid.

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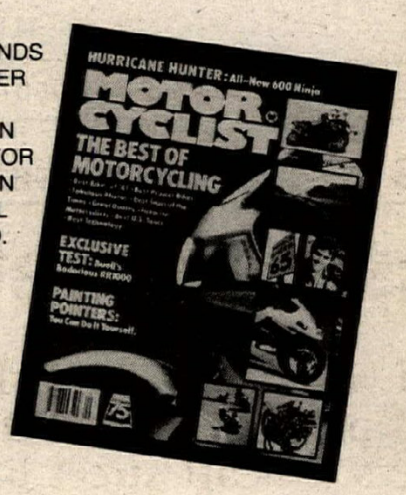

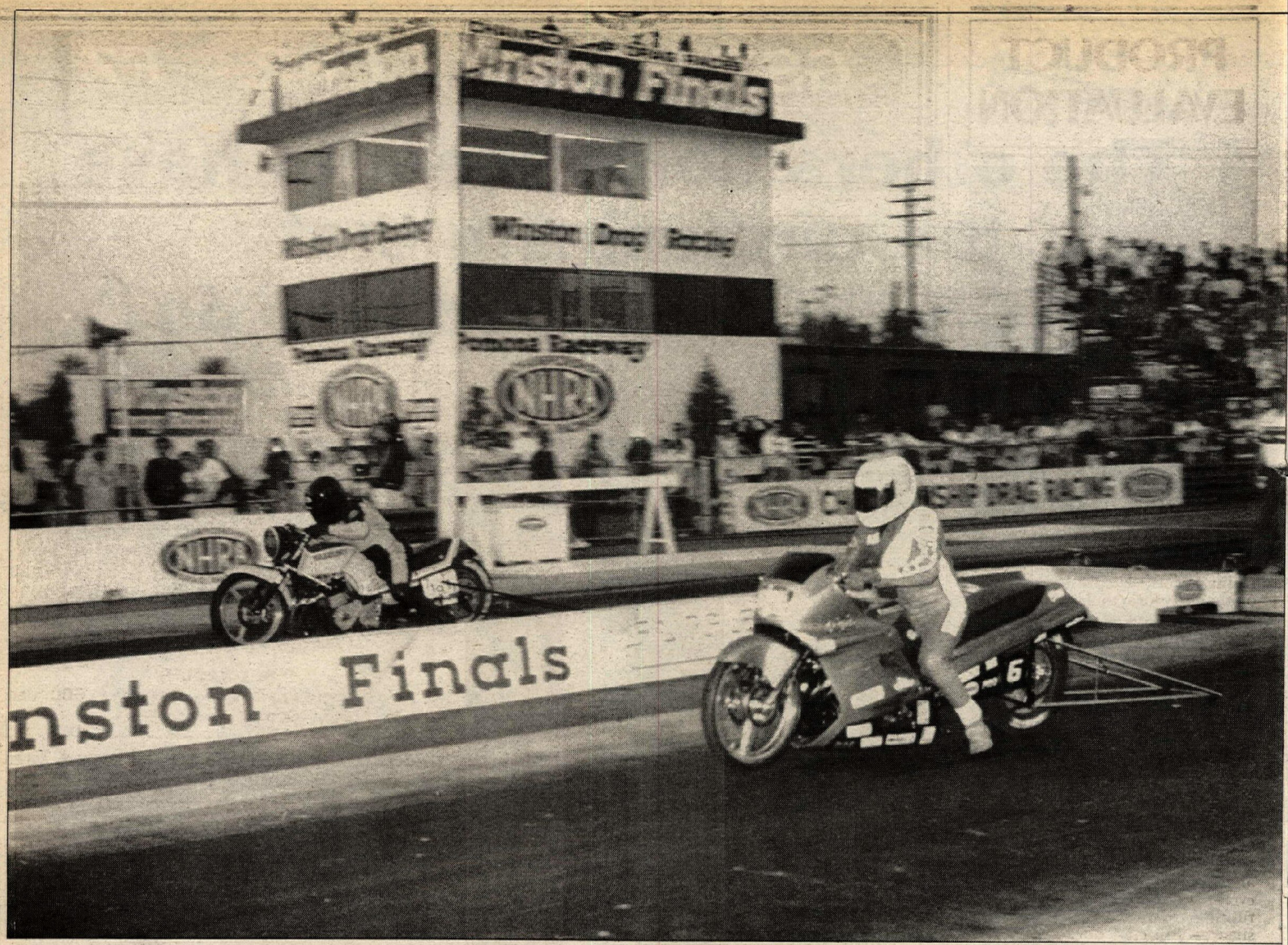

David Schultz (6) wrapped up the NHRA Pro Stock Championship when he topped Rick Gero in the final round of the series in Pomona.

NHRA/Castrol GTX Motorcycle Championship Series: Final round

Schultz wins race, title at Pomona

By John Brasseaux

POMONA, CA, NOV. 8

The battle for the inaugural Castrol GTX Motorcycle Championship came down to the last race of the season, the National Hot Rod Association Winston Finals. Kawasaki campaigner David Schultz led long-time Suzuki rider Terry Vance going into the race by only 162 points — less than one round of competition. (In NHRA racing, every round won is worth 200 points.) The rider who would win the championship would be the one who would last the longest in eliminations.

By the time the final round in Pro Stock was over, Schultz had defeated Rick Gero for the event title. Where was Vance? He was put out by Suzuki-mounted Gero in the second round, 8.160 seconds to 8.164, in a race that was nothing short of a major upset. That meant that Schultz had the title, and, with the victory over Gero, had won his fourth NHRA Pro Stock title of the year.

Schultz was the most dominant rider during the season and the most deserving of the Castrol GTX Championship. Consider that the eliminator is contested at only seven races on the 14-race NHRA National event tour, and Schultz won four of the events and was runner-up at a fifth. He broke new ground in the class by being the first to use an onboard data recording device, the first to completely enclose his Kawasaki in a Ninja fairing, and the only one using a rare twin-plug Kawasaki head. Now, many of the bikes are equipped with the data-recording devices, and plans are being made for Vance to debut a full-fairinged Suzuki next year (modeled after the new Suzuki Katana). There has been a major step-up in the NHRA Pro Stock ranks over the past year and it looks to get better for next year.

At the start of eliminations, everyone thought that Schultz and Vance would meet in a titantic final-round race. Vance had qualified in the number one spot with an 8.03 second, 163.99 mph run, while Schultz was hot on his heels with an 8.05/164.56, good for the number two position. That meant that they were on opposite sides of the ladder and wouldn't meet until the final. Both progressed impressively through the first round after their opponents red-lighted. Further adding tension to the contest was the fact that Vance and Schultz ran identical 8.04 elapsed times in the first round.

However, Vance's hopes for the Castrol Championship slipped away from him — literally — in his ill-fated meeting with Gero. Vance had put a new rear tire on his bike for that race, as tuner Bryon Hines thought the tire on the bike was not fresh enough for the rest of eliminations. At the green, the new tire pulled Vance's Suzuki toward the centerline as he went past the Christmas tree. As Vance fought for control, the rear tire began to spin in the small bits of gravel along the center of the track.

Meanwhile, Gero had put a half-wheel lead on the struggling Vance and held it until the finish line. That was it for the Vance & Hines operation; the championship was gone. Next, Gero got past his semi-final opponent, Phil Tannery, with an 8.14/162.66 to Tannery's close 8.17/160.34 effort to meet Schultz in the final.

Schultz clearly had the strongest, and most consistent, motorcycle during eliminations. He ran an 8.04 in the first round win over George Bryce, an 8.05 to handle Steve Johnson in the second stanza, another 8.04 in the semi-finals against a red-lighting Russ Olmstead, and an 8.032 in the final, which tied Vance for the low E.T. of the event. Schultz also ran the top speed of the class with a 164.86 mph blast against Johnson in round number two. That 8.03 by Vance and Schultz totally destroyed the previous track record of 8.26, set last year at the Winston Finals. Vance still holds the class record at 7.99 set at the Texas Motorplex.

For next year, Schultz is planning to defend his title with a new bike fashioned around the 1988 version of Kawasaki's Ninja. Even with a renewed effort by Vance & Hines and the rest of the Suzuki riders, it looks to be no easy task to take away the number one plate from Schultz in '88. •

PRODUCT EVALUATION

The Sparky spark arrester

It's the law. Riding on public lands, whether it's for competition or just trail riding, the U.S. Forest Service requires all off-road motorcycles to have spark arresters, and the U.S. Forest Service rangers are serious about it. So just about all off-road competitions, such as enduros, hare scrambles and desert racing events, usually have written on the entry form that spark arresters are required, or at least "advised" because you never know when the rangers will be on the prowl. It could happen anytime, as was the case in a recent southern California enduro when U.S. Forest Service rangers showed up *halfway* through the enduro and started checking for spark arresters (and green stickers). If you didn't have either one, your enduro was suddenly over and citations could've been written (and expensive ones).

The reason many riders risk riding without spark arresters is that spark arresters usually hinder the motorcycle's engine performance by disrupting exhaust flow through the silencer. But Ken Boyko of Corbra Engineering Corporation has developed a spark arrester, called the Sparky, that he says is designed not to cut down the motorcycle's performance, but still carries the U.S. Forestry stamp of approval.

The Sparky is simple to mount by bolting them to the end of the motorcycle's stock silencer. The Sparky itself is made up of two pieces, an aluminum shell and the inner module, which incorporates a spark arrester screen.

We found the Sparky incredibly simple to use, and no rejetting was needed. Since the Sparky doesn't actually block exhaust flow, we felt no horsepower loss when using the Sparky. We mounted a Sparky on a 1987 Suzuki RM125 and used it in three ISDE Qualifiers with no problems.

There is one thing that you must watch out for when using the Sparky and that's carbon building up and plugging the spark arrester screen. Boyco suggests cleaning the screen with Acitone after every 10 or so hours worth of riding. This can depend on the motorcycle's jetting.

The Sparky spark arrester is now available for just about all 1988 off-road model motorcycles, as well as many older models. Boyco also has universal Sparkys available starting at 2⅛-inch diameter shells to 3-inch shells with ⅛-inch increments in between. The complete Sparky unit retails for $39.95 and replacement modules for $24.

For more information, contact Cobra Engineering Corporation, Dept. CN, 4760 E. Bryson Street, Anaheim, California, 92808. Phone 714/779-7798.

Kit Palmer

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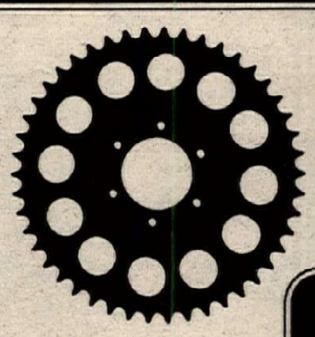

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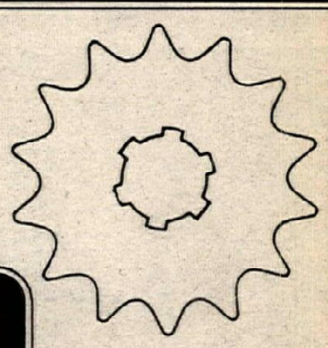

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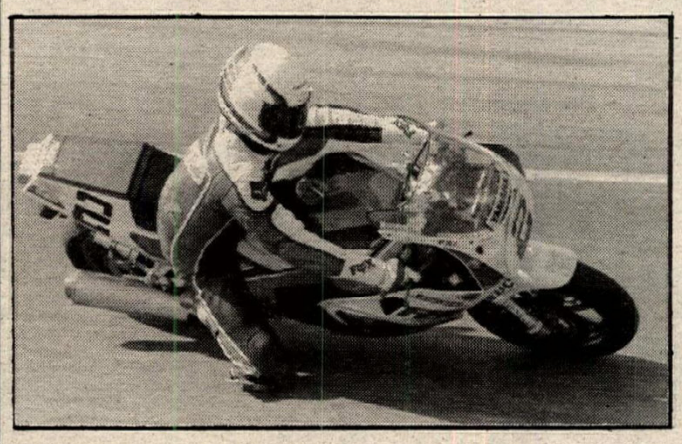
METZELER Wins Two WERA Endurance Championships



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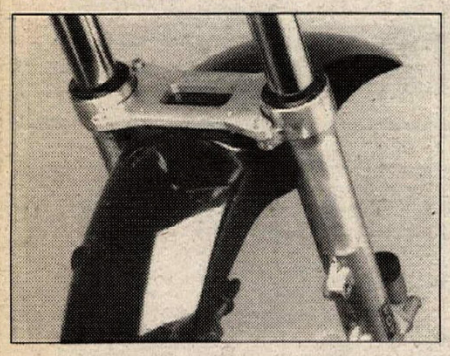
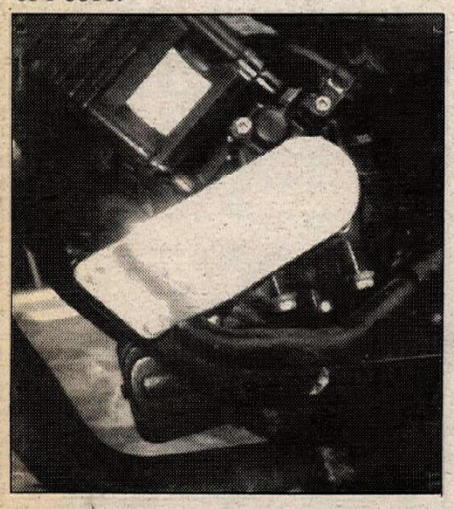
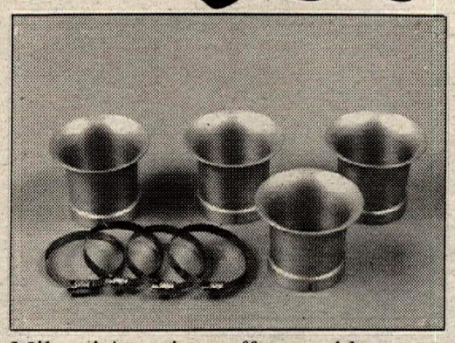
FMF's Team Race Jersey is made by AXO Sport and features 100% cotton construction with bright, three-color team graphics on the front and sleeves. The jersey sells for $24.95 and is available from your local dealer, or contact FMF, Dept. CN, 25950 Belleporte Ave., Unit 1, Harbor City, CA 90710, 213/539-6884.



The Storz Performance fork brace for the Suzuki GSXR 750 and 1100 is machined from billet aluminum and replaces the stock fender mount to reduce fork twist and improve handling. The brace sells for $59.95 and comes in a clear anodized finish. For more information contact Storz Performance, Dept. CN, 1362 Tower Square #2, Ventura, CA 93003, 805/654-8816.



DPL Eurostyle's gold anodized Aero Style Crash Bars fit inside the fairings of Suzuki GSXRs and Yamaha FZ750/FZR1000s and come complete with bolts and foam protector pad for the frame for a price of $65.00. For more information contact DPL Eurostyle, Dept. CN, Box 3576, San Rafael, CA 94912, 415/485-1921.



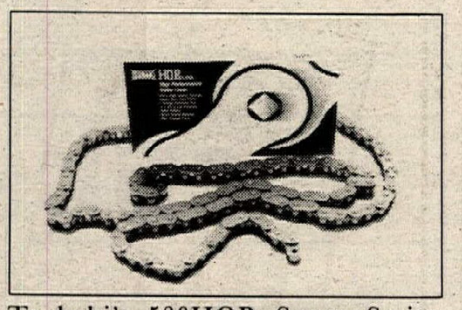
Mikuni American offers a wide range of velocity stacks for use on Mikuni racing carburetors. The velocity stacks are made of lightweight spun aluminum with a smooth satin anodized finish and they come complete with clamps for mounting. Suggested retail price for a set of four is $39.95. They're available from your local dealer. For more information, contact: Mikuni American Corp., Dept. CN, 8910 Mikuni Ave., Northridge, CA 91324, 818/885-1242.

Mikuni American's pocket size slide calculator can be used to determine required carburetion jetting changes due to ambient temperature, altitude, or both and is applicable to both single and multi-carb applications on two and four-stroke engines. It also comes with a guide for determining rich or lean carburetion conditions. Available from your local dealer or Mikuni distributor for $2.95. For more information contact Mikuni American Corp., Dept. CN, 8910 Mikuni Ave., Northridge, CA 91324, 818/885-1242.

Cycle Slick is a metal treatment for all metal-to-metal surfaces such as rings, cylinders, bearings, etc. Cycle Slick claims to reduce friction, heat, and oil shearing by impregnating and plating the internal metal surfaces of the engine with a burnished-in, bonded TFE resin coating. For more information contact Slick Products, Inc., Dept. H (CN), 1406 Birch Ave., Glendale, CA 91201, 818/848-1596.

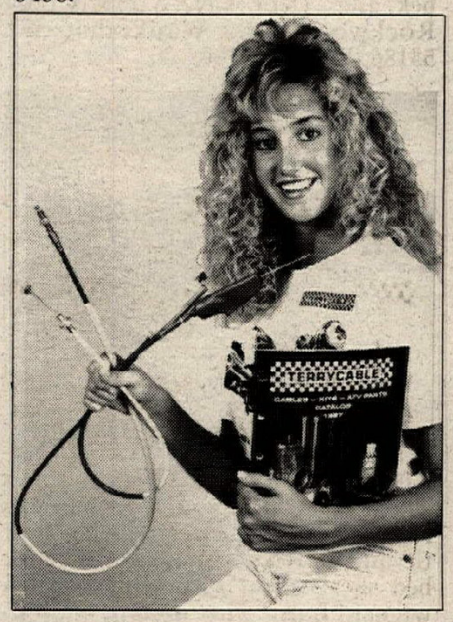
The Filter Wrap by Uni Filter is designed to fit tightly over gauze or foam air filter elements and when oiled stops dirt and sand and provides protection against water and mud. When used dry it acts as a prefilter and stops some of the dirt but prevents dirt build-up, extending the life of the original filter between cleanings. For more information contact Uni Filter, Inc., Dept. CN, 13522 Newhope St., Garden Grove, CA 92643, 714/530-6101.

Duker Fog-Off is a spray-on liquid for goggles and face shields that Duker claims is completely non-toxic, has been tested and proven not to irritate eyes, and is non-abrasive. Distributed exclusively by Malcolm Smith Products for a suggested retail price of $6.95. For more information contact Duker, Dept. CN, 22612 Coral, El Toro, CA 92630, 714/458-2782.



Tsubaki's 530HQR Super Series Chain for sport bikes features big thru-hardened pins, fat link plates, solid rollers, perfect cyclindrical solid bushings, quad-staked pin riveting and pre-lubrication. Tsubaki claims that each chain is pre-stretched and stressed, and has a tensile strength that far exceeds ANSI standard with a tensile strength in excess of 10,500 pounds. Suggested retail price for most applications should be around $75.00. For more information see your local dealer or contact UST, Inc., Dept. CN, 12275 E. Slauson Ave., Whittier, CA 90606, 213/726-8313.

The RPS Disc Brake Guard for Kawasaki's KDX200 and Honda's XR250/600 bolts on with no trimming required and provides a solid mount to deflect rocks and mud. RPS claims that their plastic is extra thick and has no vent holes for better impact absorption. Available in Honda red, blue and white or Kawasaki green, blue and competition grey for $24.95 from your local dealer. For more information contact RPS, Dept. CN, 2850 E. 29th St., Long Beach, CA 90806, 213/426-3498.



Terrycable Products offers control cables for dirt bikes, ATVs and bicycles and all are listed in their catalog, plus you'll find suspension improvement kits listed as well. For a copy of the latest Terrycable catalog, sent $2 to cover postage and handling to Terrycable Products, Dept. CN, 17376 Eucalyptus St., Hesperia, CA 92345. For information or to order direct, call 800/854-4691 (in California, 619/244-9351.

IRC MBR-77 tires are now available for "mini street bikes" such as the Yamaha YSR50. The MBR-77 is available in a four-ply model (sizes 2.75x10, 3.00x10 and 3.50x10) or

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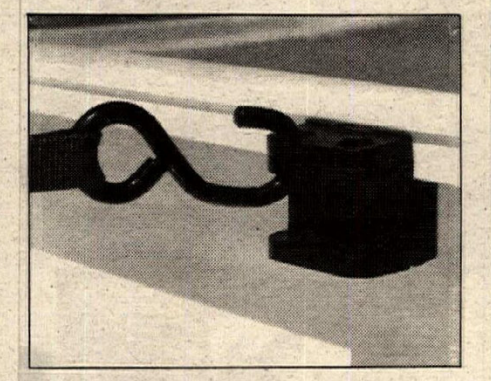
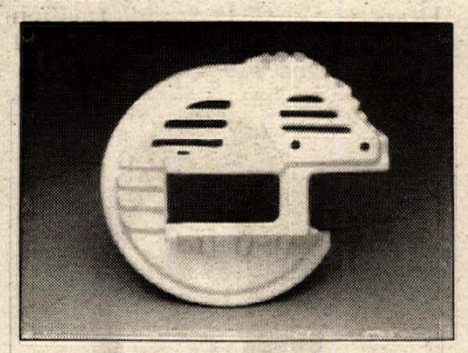
tubeless (sizes 3.50x12, 4.00x12, 100/90x12 and 120/80x12). See your local dealer, or contact: IRC, Dept. CN, 14111 Kingsley Dr., Gardena, CA 90249, 213/323-5520.

Holoubek, Inc. has introduced a new line of licensed Harley-Davidson garments including T-shirts, sweats, caps, suspenders and ladies garments. Each garment is screen-printed with a Harley-Davidson design and are available only at Harley-Davidson dealerships. For more information contact Holoubek, Inc., Dept. CN, W.238 N.1800 Rockwood Dr., Waukesha, WI 53186, 414/547-0500.



The Grip Rite Truck Tie-Downs and Tool Box Clamps are made from high-impact, lightweight ABS plastic and fasten securely to the truck bed sheet metal roll with an allen wrench bolt. The design concentrates the gripping force without marring the truck finish, and no holes are required. Available in major auto parts stores and major retailers for $14.95 per set. For more information contact Craig Harrison, Grip Rite Corp., Dept. CN, 588 James Rd., Lawrenceville, GA 30245, 404/925-2899.



Acerbis rear disc brake covers are designed to offer quality fit and protection to the rear discs of Kawasaki, Honda and Suzuki motocrossers. Each cover is custom designed for each model and is available in all popular colors at your local dealer. For more information contact Acerbis Plastica USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440. ●

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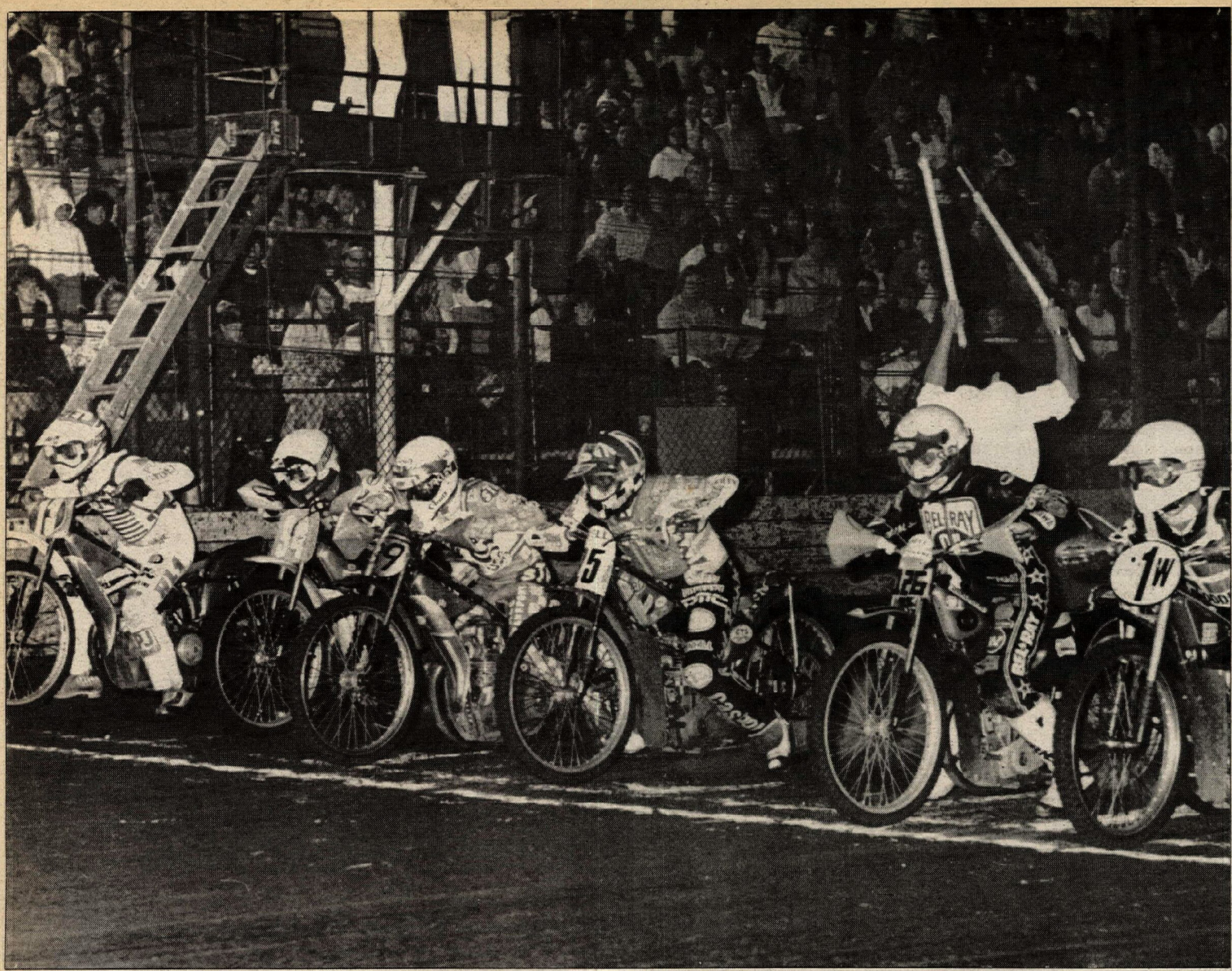


(From left to right) Sam Ermolenko, John Cook, Shawn Moran, Phil Collins, Bobby Schwartz and Hans Nielson start the Skoal Shoot-Out.

Ascot speedway win to Ermolenko

By Scott Daloisio

GARDENA, CA, NOV. 13

After seven-and-a-half months, the curtain finally came down to close the 1987 southern California speedway season. The event was the 1987 Bud Light/Skoal U.S. Long Track Championship and it was staged on Ascot's lengendary half mile.

Many of America's top riders entered the event and they were joined by World Champion Hans Nielsen of Denmark. When the 28 event program came to a close the rider who stood head and shoulders above the rest of the field was Sam Ermolenko. It was Ermolenko's first race since breaking his ankle and wrist in a crash at Vojens, Denmark, in the middle of September.

In addition to a field of star riders, the crowd of over 5000 fans was greeted by a nasty looking sky that interrupted the proceedings several times when the heavens decided to unleash their wrath. Through it all the fans maintained their enthusiasm and stayed glued to their seats until the final checkered flag had come down.

Just before the opening Division One event got underway, the wet stuff began to descend on the facility at its hardest rate of the day. The riders lined up and the gate was tripped. Nielsen burst into the lead while Randy Green had a chain snap as he came off the line. The pack got as far as turn one before the red came out and a 15 minute delay set in due to the rain.

The beneficiary of the red flag was Green. His crew put in a new chain and he was ready to go on the restart. He then thrilled the fans, many of whom were watching the ex-Class C rider for the first time, by exchanging the lead back and forth with Nielsen until the World Champion put him away on the final circuit. Mike Faria, riding someone else's bike, finished dead last after his box shorted out.

Lance King won a battle of former champions by taking the second heat over Shawn Moran. Ermolenko won his first race of the night by holding off England's Phil Collins early in event nine. The Manchester, England, native stayed close until the final circuit when "Sudden" Sam pulled away. The first round ended in another battle of former champions as Bobby Schwartz edged John Cook for the seven point win.

The always spectacular Cook came back in the very next event to win from Ronnie Correy and Collins. Schwartz then stayed perfect after defeating Faria in event 17. The next two events featured Nielsen and Ermolenko and they stayed perfect with commanding victories as the rain continued to make periodic appearances.

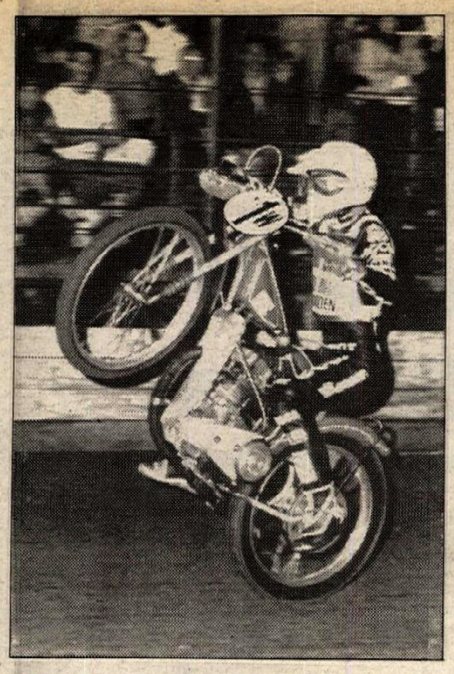
After event 19, intermission was scheduled but due to the rain officials decided to swing directly to the Skoal Shoot-out. Eight of the top riders took to the track for a four-lap race. The race paid $100 to the leader of each of the first three laps and $1100 to the leader of the final circuit. All $1400 went into the hip pocket of Nielsen. The "Main Dane" jumped into the lead at the start and advanced his advantage every lap and at the checkered flag he pulled one of his famous wheelies and drew the cheers of the fans, but it was his last hurrah of the meeting.

The final round of heat races began with Ermolenko, riding the Shoei/Pacific Coast Laminating/Pick A Part/Smith Goggles/Kal-Gard GM, leading all the way over Schwartz. That gave both of them enough points to get into the important semis. They were quickly joined by Cook and Green, who copped the top spots in the next heat. Faria won heat 22 on Scotty Brown's Jawa after his ride failed again in the Skoal Shoot-out.

The final heat race of the night had Nielsen as part of the lineup but he never made it to the grid as his crew was working on his Godden. King ended up winning the race over Collins.

Jay Gianetti probably earned himself a shot at Division One in next year's championship by defeating Greg Hancock and crowd favorite Duane "Pinky" Blake in the Support class main. As the Support class main concluded, the hardest rain of the night came down and things were looking quite bleak.

The rain had been tough all night long but not as tough as Chris Agajanian and his staff. They put a number of vehicles on the track and outlasted the downpour setting the stage for the final events of the meeting.



Nielson celebrates his win in the Skoal Shoot-Out.

The top three from each semi made it to the main and there were two semis. Green grabbed the lead in the opening semi but Ermolenko, with a spectacular inside sweep, blasted by everybody as they came off turn two and took the lead. Once in the point position, Ermolenko was gone and the crowd showered him with cheers. King ended up taking second with Green third. Surprisingly, Nielsen could only muster fourth and he was out of the main.

Faria, still on Brown's bike, got a flier and set the pace in the second semi but he had Schwartz and Cook breathing down his neck soon after the start. Faria shut the door on Schwartz as the first lap ended but the "Boogaloo Kid" relieved him of the lead as they came off turn two on the second circuit. Cook then moved up to challenge Faria for second at the end of lap two. The spectacular rider tried the outside but when that didn't work he ducked low and that was the kiss of death. As soon as he went low, Pfetzing motored by on the outside and Cook dropped from the last transfer spot. The checkered came down and Schwartz, Faria and Pfetzing moved onto the main event.

Pfetzing, the only rider to make the main without a two-speed transmission was off the pole. Ermolenko, who was on the outside, got into an argument with referee Irwin Moon before the event began about his starting position. The two resolved their disagreement and the race was ready to begin.

Pfetzing was the first to react to the green light in turn one (the gate broke before the first race of the night), but by the time they came off turn two, Ermolenko had come from the fourth spot to the lead. King's bike expired as soon as he left the line and that left five riders to vie for the title.

There wasn't much of a battle at the head of the pack. Ermolenko was gone and he easily won the crown for the very first time. Green ended up second with Schwartz third. Pfetzing and Faria rounded out the finishers.

The final event of the night was the consolation race and half mile specialist Cook rode around Nielsen on the first lap and then took the final southern Calfiornia speedway checkered flag of 1987. ●

Results

MAIN: 1. Sam Ermolenko; 2. Randy Green; 3. Bobby Schwartz; 4. Rob Pfetzing; 5. Mike Faria; 6. Lance King.

SKOAL SHOOT-OUT: 1. Hans Nielsen; 2. Phil Collins; 3. Bobby Schwartz; 4. John Cook.

SUP: 1. Jay Gianetti; 2. Greg Hancock; 3. Pinky Blake; 4. Trinon Cirello; 5. Mike Bloom; 6. Joe Kreisberg.

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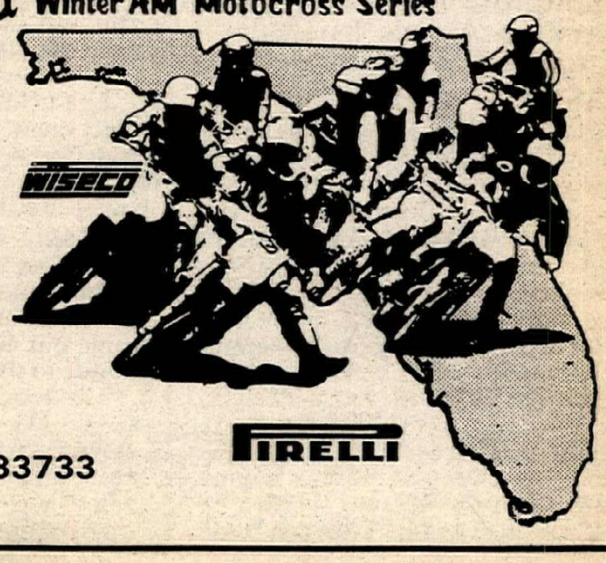

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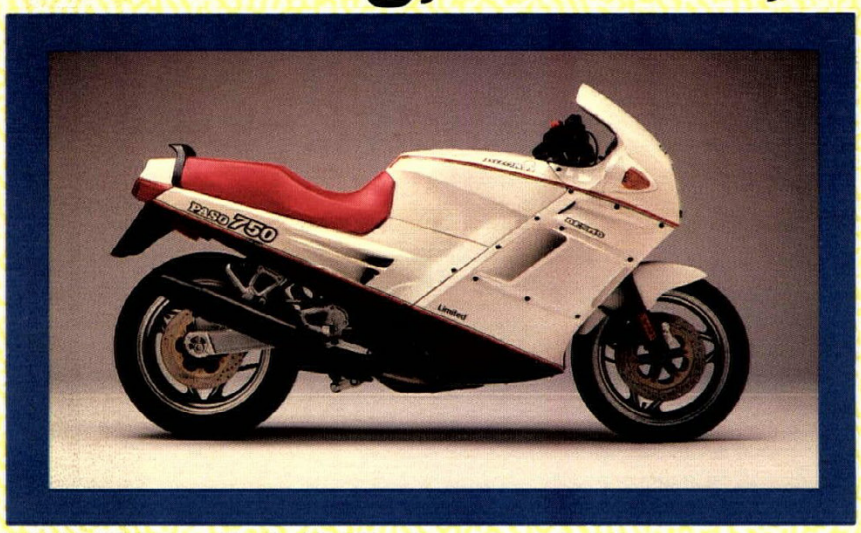

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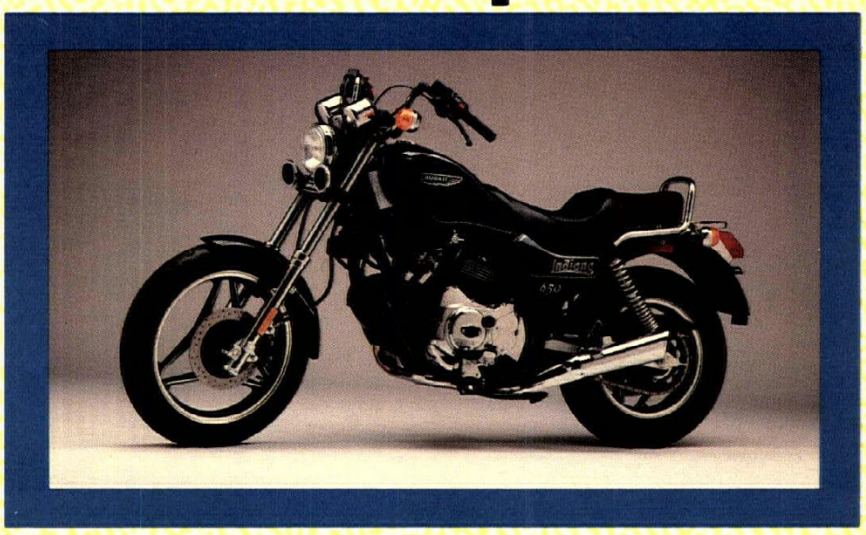

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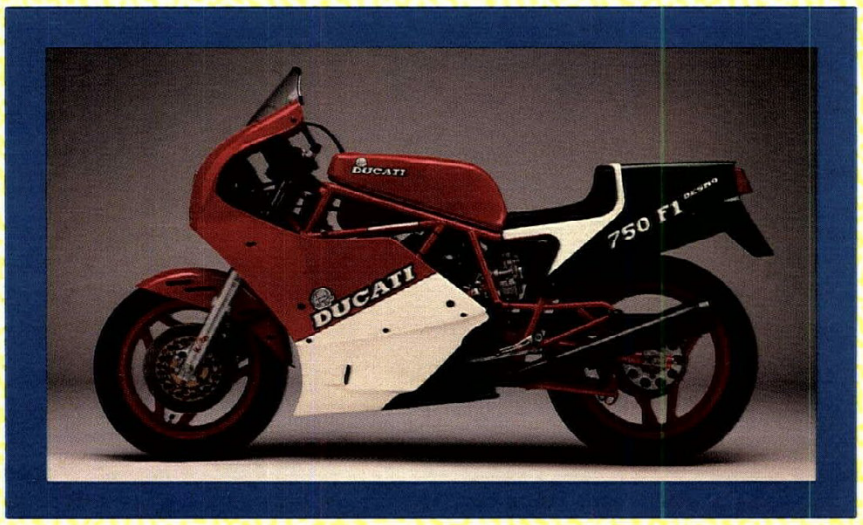

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	ENGINE	DIS-PLACE-MENT	BORE-STROKE	CARBURETOR	IGNITION	GEAR BOX	LENGTH: MM/ INCHES	WHEEL-BASE: MM/ INCHES	GROUND CLEARANCE MM/INCHES	SEAT HEIGHT MM/ INCHES	WHEEL TRAVEL FRONT MM/ INCHES	WHEEL TRAVEL REAR MM/ INCHES	SUSPENSION FRONT	SUSPENSION REAR	TIRES FRONT	TIRES REAR	BRAKES FRONT MM/INCHES	BRAKES REAR MM/INCHES	WEIGHT KG/POUNDS	FUEL TANK CAPACITY	CLUTCH	STARTER
CAGIVA 650 ELEFANT AND LIMITED EDITION	4-stroke Aircooled 90° V-Twin Desmodromic	649.6 cc	82 × 61.5MM	2 Dell'orto PHF 36	Electronic	5 Speed	2250MM 88.6 in.	1530MM 60.2 in.	250MM 9.8 in.	900MM 35.4 in.	230MM 9.0 in.	200MM 8.0 in.	Marzocchi 42MM	Soft Damp Aluminum Swingarm Ohlin	90/90-21 in.	130/90-17 in.	Brembo 260MM Single Disc 10.2 in.	Brembo 240MM Disc	184.5 Kg 406.7 Lbs Dry	4.6 Gals	Multi-disc Dry	Electric And Kick
CAGIVA 350-T-4	1 Cyl. 4-Stroke OHC 4 Valve Counterbalancer	343.3 cc	82.0 × 65.0MM	Bing 32MM CV	Kokusan Electronic CDI	5 Speed	2160MM 85.0 in.	1460MM 57.5 IN.	300MM 11.8 in.	900MM 35.4 in.	240MM 9.4 in.	240MM 9.4 in.	Marzocchi 40MM	Soft Damp With Marzocchi Supermono	3.00 × 21 in.	4.60 × 17 in.	Brembo 240MM Disc	Drum 130MM	140 Kg 308 Lbs Dry	3.2 Gals	Wet, Multi-disc	Electric And Kick
CAGIVA 650 ALAZZURRA SS	4-Stroke AirCooled 90° V-Twin Desmodromic	649.6 cc	82 × 61.5MM	Dell'orto PHF 36	Electronic	5 Speed	2090MM 82.3 in.	1460MM 57.5 in.	145MM 5.7 in.	N/A	N/A	N/A	Marzocchi 35MM	Swing Arm Twin Marzocchi Shocks	100/90-18 in.	110/90-18 in.	Dual Brembo 260MM Disc	Brembo 260MM Single Disc	188 Kg 414 Lbs Dry	4.8 Gals	Wet, Multi-disc	Electric
CAGIVA 500 ENDURO	1 Cyl. 2-Stroke Liquid Cooled	487.5 cc	87 × 82MM	Dell'orto 38MM	Motoplat Electronic	5 Speed	2200MM 86.9 in.	1495MM 58.8 in.	395MM 15.5 in.	940MM 37.0MM	297MM 11.7 in.	320MM 12.6 in.	Marzocchi 42MM	Soft Damp Ohlin Single Shock	3.00 × 21 in.	5.00 × 18 in.	Brembo 230MM Disc	Drum 130MM	105 Kg 230 Lbs Dry	4.5 Gals	Wet, Multi-disc	Kick
CAGIVA WMX 125	1 Cyl. 2-Stroke Exhaust Power Valve Liq Cooled	124.6 cc	56 × 50.6MM	Dell'orto 37 VHSB, Flat Side	Motoplat CDI	6 Speed	2145MM 84.4 in.	1440MM 56.7 in.	355MM 13.9 in.	925MM 36.4 in.	300MM 11.8 in.	325MM 12.8 in.	White Power Upside Down	Soft Damp With White Power Single Shock	3.00 × 21 in.	4.25 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 130MM	88 Kg 194 Lbs Dry	2.1 Gals	Wet, Multi-disc	Kick
CAGIVA WMX 250	1 Cyl. 2-Stroke Exhaust Power Valve Liq Cooled	249.3 cc	70 × 64.8MM	Dell'orto 37 VHSB, Flat Side	Motoplat CDI	6 Speed	2165MM 85.2 in.	1465MM 57.7 in.	355MM 14 in.	925MM 36.4 in.	300MM 11.8 in.	325MM 12.8 in.	White Power Upside Down	Soft Damp With White Power Single Shock	3.00 × 21 in.	4.25 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 130MM	98 Kg 216 Lbs Dry	2.25 Gals	Wet, Multi-disc	Kick
DUCATI 750 PASO AND LIMITED EDITION	4-Stroke Aircooled 90° V-Twin Desmodromic	748 cc	88 × 61.5MM	Single Weber 44 DCNF	Kokusan Electronic	5 Speed	2032MM 79.9 in.	1453MM 57.2 in.	N/A	N/A	N/A	N/A	Marzocchi M/R 042 Adjustable	Soft Damp With Marzocchi Supermono	130/60 V16 Tubeless Radial	160/60 V16 Tubeless Radial	Dual Brembo 280MM Disc	Single Brembo 270MM Disc	185MM 407.7 Lbs Dry	5.8 Gals	Multi-disc Dry	Electric
DUCATI 650 INDIANA	4-Stroke Aircooled 90° V-Twin Desmodromic	649.6 cc	82 × 61.5MM	2 Bing 32MM CV	Electronic	5 Speed	2024MM 79.7 in.	1530MM 60.2 in.	N/A	N/A	N/A	N/A	Telescopic Hydraulic 40MM	Swing Arm Dual Adjustable Shocks	110/90 V18 Tubeless	140/90 V15 Tubeless	Brembo 260MM Disc	Brembo 280MM Disc	180 Kg 396.7 Lbs Dry	3.4 Gals	Multi-disc Dry	Electric
DUCATI F-1 LAGUNA SECA	4-Stroke Aircooled 90° V-Twin Desmodromic	748 cc	88 × 61.5MM	2 Dell'orto 40MM	Electronic	5 Speed	2050MM 80.7 in.	1400MM 55.2 in.	N/A	N/A	N/A	N/A	Forcelle Ceriani	Aluminum Box Section Swing Arm With Single Shock	130/60 V16 Tubeless Radial	160/60 V16 Tubeless Radial	Brembo 280MM Dual Floating Disc	Brembo 260MM Single Disc	165.6 Kg 365 Lbs Dry	4.8 Gals	Multi-disc Dry	Electric
DUCATI F1-B	4-Stroke Aircooled 90° V-Twin Desmodromic	748 cc	88 × 61.5MM	2 Dell'orto 38MM	Electronic	5 Speed	2050MM 80.7 in.	1400MM 55.2 in.	N/A	N/A	N/A	N/A	Forcelle Ceriani	Swing Arm With Single Shock	120/80 V16 Tubeless	130/80 V18 Tubeless	Brembo 280MM Dual Floating Disc	Brembo 260MM Single Disc	174.7 Kg 385 Lbs Dry	4.8 Gals	Multi-disc Dry	Electric
DUCATI F1-S	4-Stroke Aircooled 90° V-Twin Desmodromic	748 cc	88 × 61.5MM	2 Dell'orto 38MM	Electronic	5 Speed	2050MM 80.7 in.	1400MM 55.2 in.	N/A	N/A	N/A	N/A	Forcelle Ceriani	Swing Arm With Single Shock	120/80 V16 Tubeless	130/80 V18 Tubeless	Brembo 280MM Dual Floating Disc	Brembo 260MM Single Disc	176.9 Kg 390 Lbs Dry	4.8 Gals	Multi-disc Dry	Electric
HUSQVARNA WRK 125	1 Cyl. 2-Stroke Exhaust Power Valve	124.6 cc	56 × 50.6MM	2 Dell'orto VHSB 36	Motoplat CDI	6 Speed	2145MM 84.4 in.	1440MM 56.7 in.	355MM 13.9 in.	925MM 36.4 in.	300MM 11.8 in.	310MM 12.2 in.	Marzocchi MIR 42MM	Soft Damp With Ohlin Piggy-back Single Shock	3.00 × 21 in.	4.25 × 18 in.	Brembo 230MM Disc With Floating Disc	Drum 230MM	91 Kg 200.6 Lbs Dry	2.1 Gals	Wet Multi-disc	Kick
HUSQVARNA 250WR	1 Cyl. 2-Stroke Liquid Cooled	246 cc	66.5 × 70.8MM	Mikuni 38MM	Motoplat CDI	6 Speed	2200MM 86.6 in.	1500MM 59.1 in.	340MM 13.4 in.	945MM 37.2 in.	270MM 11.0 in.	310MM 12.0 in.	Husqvarna Telescopic Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM With Floating Caliper	Drum 160MM	105 Kg 231 Lbs Dry	3.2 Gals	Wet Multi-disc	Kick
HUSQVARNA 250XC	1 Cyl. 2-Stroke Liquid Cooled	246 cc	66.5 × 70.8MM	Mikuni 38MM	Motoplat CDI	6 Speed	2204MM 86.8 in.	1512MM 59.5 in.	385MM 15.2 in.	965MM 38.0 in.	300MM 11.8 in.	340MM 13.4 in.	Husqvarna Telescopic Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM With Floating Caliper	Drum 160MM	99 Kg 218 Lbs Dry	3.2 Gals	Wet Multi-disc	Kick
HUSQVARNA 430CR	1 Cyl. 2-Stroke Liquid Cooled	430 cc	86.0 × 74.0MM	Mikuni 38MM	Motoplat CDI	5 Speed	2200MM 86.6 in.	1512MM 59.5 in.	385MM 15.2 in.	965MM 38.0 in.	300MM 11.8 in.	340MM 13.4 in.	White Power Upside Down Fork	Ohlin Single Piggyback Shock	3.00 × 21. in.	4.50 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 160MM	101 Kg 222.6 Lbs Dry	2.6 Gals	Wet Multi-disc	Kick
HUSQVARNA 430WR	1 Cyl. 2-Stroke Liquid Cooled	430 cc	86.0 × 74.0MM	Mikuni 38MM	Motoplat CDI	6 Speed	2200MM 86.6 in.	1500MM 59 in.	340MM 13.4 in	945MM 37.2 in.	270MM 11.0 in.	310MM 12.0	Husqvarna Telescopic Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 160MM	107 Kg 236 Lbs Dry	3.2 Gals	Wet Multi-disc	Kick
HUSQVARNA 430XC	1 Cyl. 2-Stroke Liquid Cooled	430 cc	86.0 × 74.0MM	Mikuni 38MM	SEM Or Motoplat CDI	6 Speed	2200MM 86.6 in.	1512MM 59.5 in.	385MM 15.2 in.	965MM 38.0 in.	300MM 11.8 in.	340MM 13.4 in.	Husqvarna Telescopic Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 160MM	101 Kg 222.6 Lbs Dry	3.2 Gals	Wet Multi-disc	Kick
HUSQVARNA 430AE AUTOMATIC	1 Cyl. 2-Stroke Liquid Cooled	430 cc	86.0 × 74.0MM	Mikuni 38MM	Motoplat CDI	3 Speed Automatic	2200MM 86.6 in.	1500MM 59 in.	340MM 134 in.	945MM 37.2 in.	270MM 11.0 in.	310MM 12.0 in.	Husqvarna Telescopic Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 160MM	107 Kg 236 Lbs Dry	3.2 Gals	Automatic	Kick
HUSQVARNA 510TC	1 Cyl. 4-Stroke OHC 4 Valve Liquid Cooled	503 cc	91.5 × 76.5MM	Dell'orto 40MM	SEM CDI	5 Speed	2200MM 86.6 in.	1512MM 59.5 in.	385MM 15.2 in.	965MM 38 in.	300MM 11.8 in.	340MM 13.4 in.	White Power Upside Down Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 160MM	112 Kg 247 Lbs Dry	2.4 Gals	Wet Multi-disc	Kick
HUSQVARNA 510TE	1 Cyl. 4-Stroke OHC 4 Valve Liquid Cooled	503 cc	91.5 × 76.5MM	Dell'orto 40MM	SEM CDI	6 Speed	2200MM 86.6 in.	1500MM 59 in.	340MM 13.4 in.	945MM 37.2 in.	270MM 10.6 in.	310MM 12.2 in.	Husqvarna Telescopic Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 160MM	116 Kg 256 Lbs Dry	3.2 Gals	Wet Multi-disc	Kick
HUSQVARNA 510TX	1 Cyl. 4-Stroke OHC 4 Valve Liquid Cooled	503 cc	91.5 × 76.5MM	Dell-orto 40MM	SEM CDI	6 Speed	2200MM 86.6 in.	1512MM 59.5 in.	385MM 15.2 in.	965MM 38 in.	300MM 11.8 in.	340MM 13.4 in.	Husqvarna Telescopic Fork	Ohlin Single Piggyback Shock	3.00 × 21 in.	4.50 × 18 in.	Brembo 230MM Disc With Floating Caliper	Drum 160MM	114 Kg 251 Lbs Dry	3.2 Gals	Wet Multi-disc	Kick

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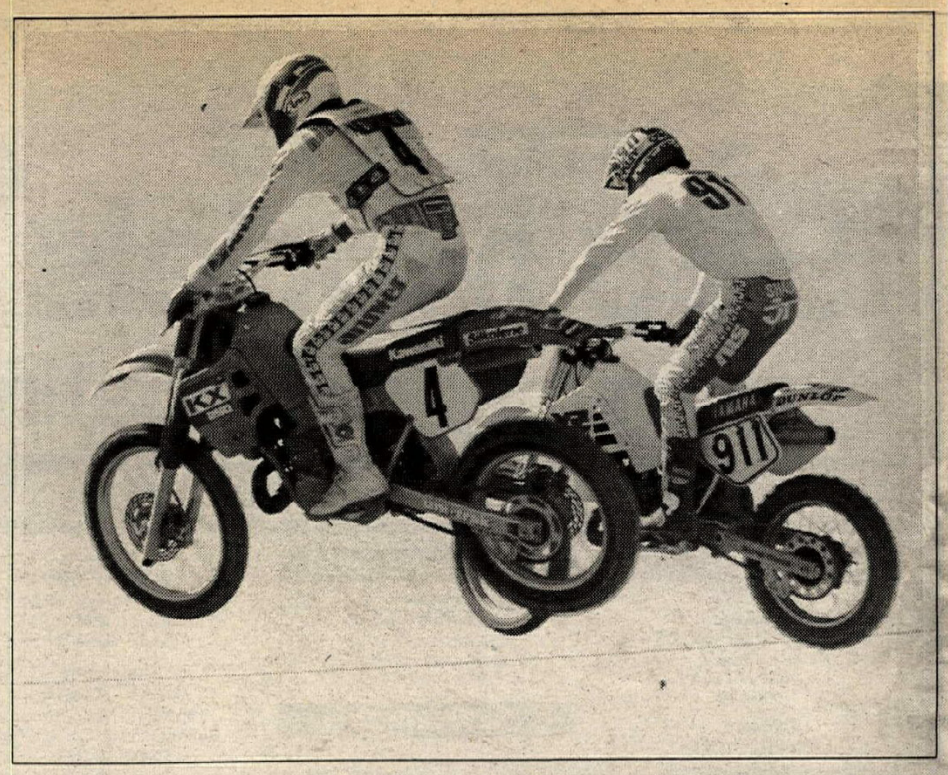
(307) 742-2606

Kyle Lewis was the overall winner in the 250cc Pro class and missed winning the 125cc division when he crashed in the first moto.



Mike Kiedrowski (4) and Shaun Kalos battle for second in the first 250cc Pro moto. Kiedrowski stayed ahead and ended the day second overall.

Lewis, Naughton top Pros at Kyle Fleming Memorial MX

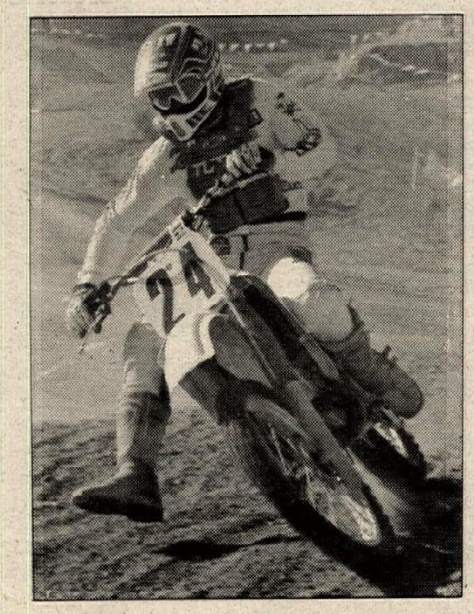
By Troy Scott

BLYTHE, CA, NOV. 15

Kyle Lewis and Robert Naughton were the 250 and 125cc Pro class winners, respectively, at the 5th Annual Kyle Fleming Memorial motocross race at Blythe Raceway. Lewis nearly swept both classes when he won both 250cc Pro motos and finished first in the second 125cc Pro moto, but a crash while running third in the first 125cc race knocked him out of the moto. Naughton won that moto and finished third in the second round to take the overall win.

Over 600 riders descended on Blythe, a small community near the California-Arizona border, to compete for cash and awards offered by over 100 sponsors of the event. Each year the race is held in memory of Bruce Bunch, Kyle Fleming and Rick Hemme, three promising young mini racers who were killed in an auto accident several years ago during the Grand National Championships at Ponca City, Oklahoma.

The large number of entries required several classes to be split into divisions with a race format much like a National competition with qualifiers and last chance qualifiers used with no points carried to the main. Some riders had to race as many as four times just to make it into the main event, while others in smaller classes were more fortunate and were scored on the two-moto system.



Broc Glover finished third overall in the 250cc Pro class.

Among the many local 250cc Pro riders was Yamaha's multi-time National MX champion Broc Glover who competed in his first race since breaking his lower leg last March at the Hangtown National. Glover rode consistently and finished third overall with a 7-5 tally.

When the gate dropped for the first 125cc Pro moto Silkolene/Arai/Gear-sponsored Naughton surged into the lead and was closely followed by Shaun Kalos, Lewis, Kerry Mulligan and Chris Young. The order stayed the same for three laps until Lewis bailed. Lewis had caught Kalos and hounded the Yamaha pilot until a sandy berm got the best of Lewis and sent him end over end in four spectacular flips. Lewis took his time getting up but was unhurt, but retired after the third lap.

This bumped everyone up a notch, and after the fourth lap everyone but Bader Manneh, who was running fifth, seemed content with their position. By lap five Manneh was able to move into fourth and was still charging, while Mike Kiedrowski was also on the move and had just broken into the top five. By the sixth lap Manneh had moved into third by getting by Mulligan, but he didn't have enough time to catch Kalos. On the last lap Kiedrowski was also able to slip past Mulligan, making the finishing order Naughton, Kalos, Manneh, Kiedrowski and Mulligan.

Lewis was simply gone when the gate fell for the second moto. Young was in for second while Kiedrowski, Naughton and Manneh gave chase. With Lewis getting way out front early, the only changes that came about didn't occur until the sixth lap when a hard-charging Kiedrowski finally nipped Young and moved into second. Young seemed to just keep fading as Naughton and Manneh also moved by. At the end Lewis took the win with a nine-second lead over Kiedrowski and Naughton. Manneh ended up dropping out of the moto, giving fourth place to Young.

Naughton took the overall victory via his 1-3 tally while Kiedrowski ended as the runner-up. Young's 6-4 score was good for third overall, while Kalos finished ninth in the second moto for fourth overall.

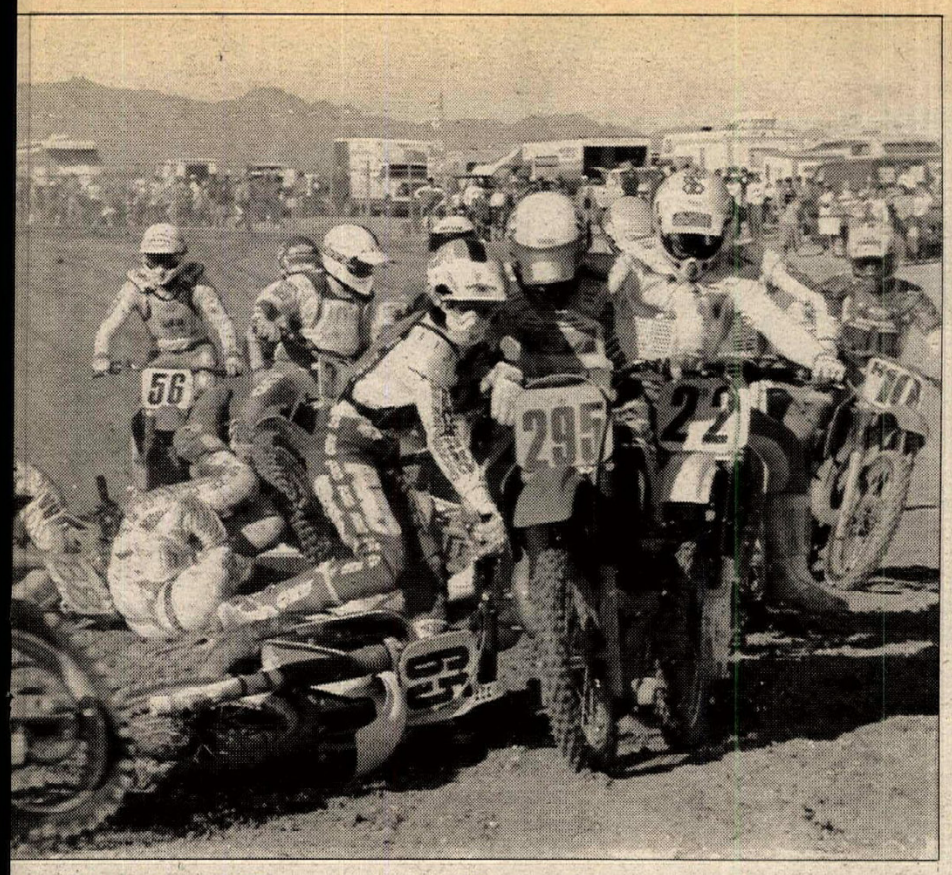
At the start of the first 250cc Pro moto Billy Frank grabbed the holeshot ahead of Brian Pryor, Kalos, Lewis and Yamaha-mounted Scott Brown. Pryor was having problems keeping the pace up front and began to fall back. Frank was riding strong out in the lead as was Lewis, who was moving in on both Kalos and Frank. A few moments later Lewis was in for second, making the top five Frank, Lewis, Kalos, Pryor and Kiedrowski.

Lewis started charging hard on Frank and the two moved ahead of the field. Going at an incredible pace Frank suddenly bobbled then began to drastically fall off the pace.

"I was trying real hard to hold him (Lewis) off and my knee popped and that was it," said Frank.

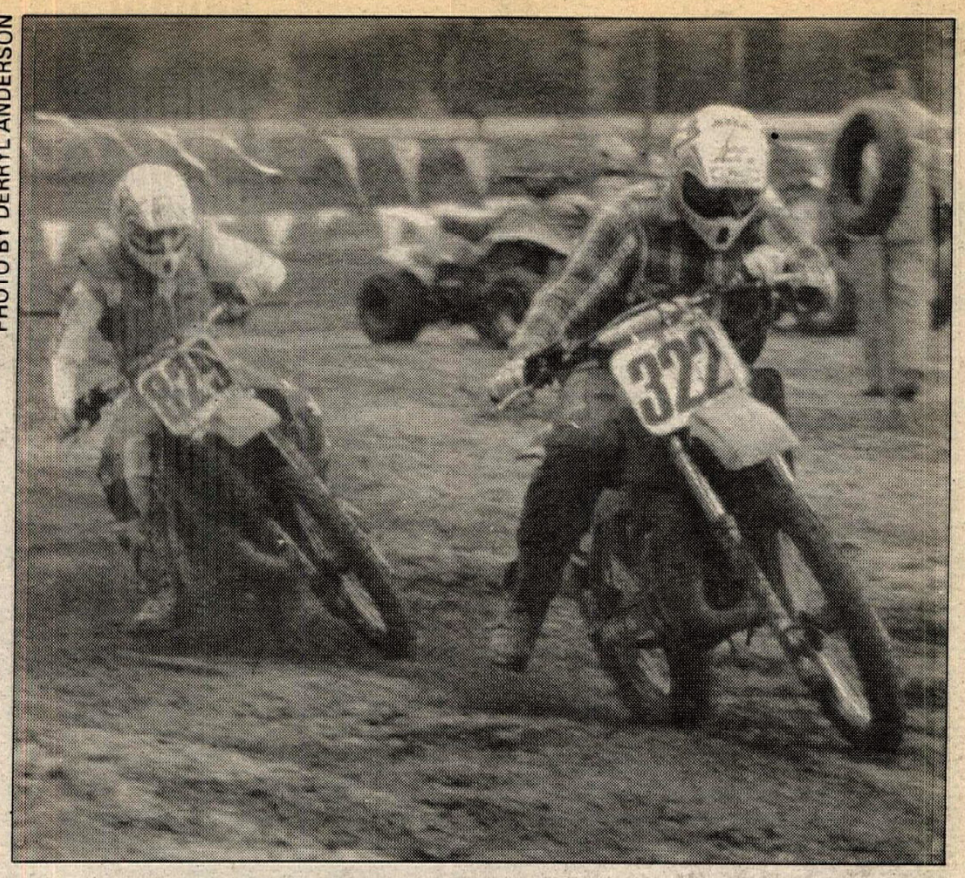
Lewis thus went into the lead and cruised out front. Kalos and Kiedrowski then went into a battle that lasted three laps and both riders were never more than a few inches apart. Kiedrowski finally got by and from then on the race was about over. Lewis finished way out front followed by Kiedrowski and Kalos. Pryor was in a solid fourth while Naughton took fifth.

At the start of moto two Kiedrowski nailed the holeshot but Lewis got under him through the first turn and took command from that point



Mike Menning (295) tangles with Richard Saxton (65) and Don Little (22) in the 250cc Stock Intermediate class. He won the Modified class.

PHOTO BY DERRYL ANDERSON



Chris Dineen (322) led Mark Bennett across the finish line in the 250cc class at the rain-soaked Woodland Scrambles.

on. Throughout the rest of the race Lewis and Kiedrowski left everyone in the dust. Third was controlled by Cagiva's Mike Healey and he was followed by Brian Manley and Glover. Gordon Ward was busy in sixth trying to hold off Suzuki's Willie Surratt. Manley and Healey were the main action on the course as they stayed tight for six laps until Manley got by Healey. The race then ended with Lewis taking the win and overall victory ahead of Kiedrowski and Manley. Kiedrowski was second overall with his 2-2 finishes, and Glover, who finished the moto in fifth, was third overall. Pryor backed up his fourth place finish in the first round with an eighth in moto two for fourth overall, and Ward edged out Naughton for fifth overall.

In the Open Women class DMC/AXO/Kawasaki/Scott/Dunlop-backed Mercedes Gonzalez showed everyone on hand the reason why she holds the number one Women's plate with amazing rides to victory in both motos. The only rider to hold Gonzalez' pace was Team Green/Duralube/Hi-Point/Scott-sponsored Tara Harrison, who kept up a solid pace but just couldn't stay with her. Harrison finished second overall with 2-2 rides. Third went to Tina Clary with a pair of thirds.

One of the more exotic classes was the Four-Stroke Adult Mini class featuring some trick bikes. The first moto saw Granada Yamaha/Scott/Simpson-supported Jimmy Lewis, aboard a Honda with an XR motor in a CR80 chassis, steal the holeshot. Gary Martini was hot on his trail ahead of Tim Holt, aboard a Kawasaki KX-framed XR. The trio stayed bar-to-bar for an entire lap until Martini dove under Lewis in a turn and captured the lead, but Lewis was back in front 100 yards later. The two riders exchanged the lead several times until the third lap when Lewis, Martini and Holt slammed into a turn together. Holt grabbed the lead and looked to be pulling away, but a hard-charging Lewis snuck up on him and retook the lead. From then on the trio began to spread out, and Martini began experiencing problems and fell back to fourth. Lewis was the winner followed by Holt and Ron Wood.

Moto two was much the same as the first when Lewis nailed the holeshot and was trailed by Holt and Martini. After a few laps Martini moved into second, but Holt struck back then began to close in on Lewis. Holt caught and passed Lewis, but Lewis stayed right with him. A few turns later Lewis forced Holt to the outside and repassed him for good. Lewis motored on to the win and overall followed by Holt. Martini's 4-3 was good for third overall.

Malcolm Smith/PJ1/Yamaha-supported Phil Lawrence jammed to the front of the 125cc Stock Intermediate main followed by Paul Cortez and Jimmy Button. Cortez and Button gave chase throughout the moto but they were never able to mount an assault on the incredibly fast Lawrence. By the end of the moto Lawrence proved untouchable and easily took the win over Cortez and Button. Ryan Hughes rode the wheels off his Yamaha fighting with Brian Gipson and took fourth at the finish. •

Results

80 STK INT: 1. Derek Natvig (Kaw); 2. Ray Hensley (Yam); 3. Damon Huffman (Yam); 4. Jason Kawell (Kaw); 5. David Pingree (Kaw).

80 MOD INT: 1. Derek Natvig (Kaw); 2. Ray Hensley (Yam); 3. Jesse James (Suz); 4. Jason Kawell (Kaw); 5. Damon Huffman (Yam).

80 STK EX: 1. Buddy Antunez (Suz); 2. Joel Albrecth (Kaw); 3. Willy Bowden (Hon); 4. Dana Wiggins (Suz); 5. Jeffrey Grafton (Yam).

80 MOD EX: 1. Buddy Antunez (Suz); 2. Joel Albrecth (Kaw); 3. Jeffrey Grafton (Yam); 4. Butch Smith (Suz); 5. Willy Bowden (Hon).

125 STK INT: 1. Phil Lawrence (Yam); 2. Paul Cortez (Hon); 3. Jimmy Button (Hon); 4. Ryan Hughs

4-STRK ADLT MINI: 1. Jimmy Lewis; 2. Tom Holt (Kaw); 3. Gary Martini (Hon); 4. Ron Wood (Hon); 5. Jeff Neal (Hon).

VETS: 1. Potts Thomas (Hon); 2. Robert Reynard (Hon); 3. Cass Morgan (Hon); 4. John Kelley (KTM); 5. John Beaver (Hon).

SDCR PRO: 1. Duane Dowell/Ramsey Harris (Hon); 2. Ralph Whitney/Paul Stimson (Hon); 3. Eric Whitney/Jeff Anders (Hon); 4.Scott Whitney/Jon Hartepass (Hon); 5. Clyde Stewart/Brett Williams (Hon).

SDCR AM: 1. Ron Brankof/Larry Brankof (Yam); 2. Bob Niel/Paul Lentz (Mai); 3. Gwen Ridyard/Don Harte (Yam).

(Yam); 5. Brian Gipson (Hon).

125 MOD INT: 1. Phil Lawrence (Yam); 2. Paul Cortez (Hon); 3. Mike Chamberlin (Yam); 4. Mark Easley (Yam); 5. Ryan Hughs (Yam)

125 PRO: 1. Robert Naughton (Hon); 2. Mike Kiedrowski (Kaw); 3. Chris Young (Yam); 4. Shaun Kalos (Yam); 5. Mike Healey (Cag).

250 STK INT: 1. Eric Browne (Kaw); 2. Jamie Morabito (Yam); 3. David Bagwell (Hon); 4. Richard Saxton (Yam); 5. Jimmy Lewis (Yam).

250 MOD INT: 1. Mike Menning (Hon); 2. Lance Norick (Kaw); 3. David Bagwell (Hon); 4. Lance Barnett (Kaw); 5. Greg Pierce.

250 PRO: 1. Kyle Lewis (Hon); 2. Mike Kiedrowski (Kaw); 3. Broc Glover (Yam); 4. Brian Pryor (Kaw); 5. Gordon Ward (Kaw).

500 NON—PRO: 1. David Bagwell (Hon); 2. Greg Pierce (Yam); 3. Greg Smith (Hon); 4. John McGinnis (Hon); 5. Jamie Morabito (Yam).

OPEN WMN: 1. Mercedes Gonzalez (Kaw); 2. Tara Harrison (Kaw); 3. Tina Clary (Hon); 4. Vicky Jackson (Hon); 5. Tami Rice (Suz).

Perry perfect at Woodland Scrambles

By Derryl Anderson

WOODLAND, WA, NOV. 15

Jim Perry took a well deserved victory in the Four-Stroke Open class of the scrambles held today at the Woodland Motocross Park. The first heavy rains of the year took the track from too dry to perfect and finally to a bit muddy all in one day.

In moto one Perry got the scratch and kept the mud off his goggles. Behind him came Rick LaVoy, Rod Stradley, Rick Mscichowski, Brad Conn and Aric Cool. Perry immediately took advantage of the front position and went out to a 30 yard lead. LaVoy, Stradley and Mscichowski ran very close for several laps despite the mud each was getting hit with. With a lap to go Mscichowski made a pass on Stradley and started to pressure LaVoy. On the final lap Mscichowski got by LaVoy also. At the flag it was Perry in first followed by Mscichowski, LaVoy, Stradley and Conn.

In moto two Perry ran the same perfect race that he had in the first one. Next came Mscichowski then LaVoy, Stradley, Conn and Cool. Perry was out front by 50 yards and Mscichowski was by himself, 35 yards ahead of Stradley. Conn and Stradley battled back and forth clear to the finish with the rest of the positions remaining the same. At the checkered flag the order went Perry, Mscichowski, LaVoy, Stradley, Conn and Cool.

The 250cc class was loaded with talent as Chris Dineen pulled the holeshot on Mark Bennett, Paulson Kawasaki's Eddie Gerrish, Robby Ohge, Loren Maier and Conn. Dineen and Bennett left the others a ways back. Ohge pushed Gerrish everywhere until finally getting by. The positions were set and nothing changed. At the finish it was Dineen 20 yards ahead of Bennett, who had 30 yards on Ohge and Gerrish.

Dineen did it once again in the final moto followed by Gerrish, Bennett and Ohge. Bennett slid by Gerrish and started to reel in Dineen. Meanwhile Ohge ran right up on Gerrish despite all the mud Gerrish was throwing at him. When the checkered flag came out Dineen had about eight yards on Bennett, who was followed a ways back by Gerrish, Ohge, Maier and Conn.

Results

W/P/W: 1. Amber Roley; 2. Joe Stradley.

P/W: 1. Bradon Lucas; 2. Joshua Currey.

MINI: 1. Ernie Gendron.

125: 1. Chris Dineen.

250: 1. Chris Dineen; 1. Mark Bennett; 3. Eddie Gerrish; 4. Rob Ohge.

OPEN: 1. Allen Pitts; 2. Rob Ohge.

4-STRK OPEN: 1. Jim Perry; 2. Rick Mscichowski; 3. Rick LaVoy; 4. Rod Stradley.

Kutcher catches Tidewater 100 win

By Rider Writer

SURRY, VA, NOV. 8

Two Wheel World-sponsored Derek Kutcher on a 125 Suzuki became the first rider of that class to win an overall in the Malcolm Smith/Tucker-Rocky/Bell/Scott/Metzeler/Hallman/Havoline Oil Virginia Championship Hare Scramble Series. But the overall was not what Kutcher had his sights set on as he and Pro Cycle Honda rider Tommy Houston came into the last of 13 events with a three point spread and the winner walking away as the class champion for the year. In what was the closest and fiercest race of the day, the arch rivals continued their year-long struggle and ran side-by-side for the final three of five laps. Kutcher held the edge and secured the championship. Houston settled for second in class and second overall as Kawasaki rider Gil Griggs steadily worked his way up through the pack into third.

Afterwards Houston commented that "Kutcher and I pushed each other into the top overall positions. I sure wanted to win but somebody had to finish second".

The Tidewater Dirt Riders Association knew that a lot of final class positioning was at stake in their race and as a result decided to give the riders a tough, challenging eight-mile coures. A mixture of new super tight trails, off cambers, stream crossings and Surry's infamous mudholes were incorporated. All of the riders' riding skills and trail riding abilities were put to the test. Most survived, but only the hardy surfaced to the top.

As the 125cc title chase was taking place, eyes were also focusing on the Open class as the series title of Grand Champion was up for grabs. Mark's Cycle Sales R.J. Faddis on a KTM

PHOTO BY LEN BREECH

Rodney Farris cruised to the 250cc Pro class victory at the Timonium Short Track.

and Cycletronics of New Bern Husky sponsored Steve Arthur were the riders with a shot at that title. Arthur's title hopes hung on him taking the overall and Faddis placing eighth overall or lower. Both riders remained calm prior to the start but with the drop of the flag all hell broke loose. Arthur powered into the first turn with the lead with Faddis in hot pursuit. At the end of the first lap, Faddis held the edge with Arthur breathing heavy down his back. Going into the last lap, Faddis was experiencing difficulties and had to divert his attention from trying to beat Arthur to making sure he finished high enough in the overall for the day. Arthur pounced on the opportunity and ran away with a three minute lead at the finish. When the scores were posted, the closest title chase in the history of the series was decided. Arthur was left reflecting while Faddis walked away smiling with finishes of third and fourth overall, respectively.

In the 250cc class Bob Gerken, three-time Grand Champion David White and Danny Morrison stayed in close formation throughout the race. At the checkers, Gerken managed to pull a slight lead while White and Morrison finished a mere nine seconds apart.

In the Senior class action James Hutson and Graham Kenan led the large class through the course. On the last lap Kenan saw his chance to catch Hutson disappear along with the air in his rear tire and took second place for the day but more importantly won his first series class championship.

Results

100: 1. Richard Walton (Hon); 2. Robbie Felts (Hon); 3. Johnny Cox (Hon).

125: 1. Derek Kutcher (Suz); 2. Tommy Houston (Hon); 3. Gil Griggs (Kaw).

200: 1. Andrew Williams (Kaww); 2. David Ashley (Kaw); 3. Chuck Cress (Kaw).

250: 1. Bob Gerken (Hon); 2. David White (Hus); 3. Danny Morrison (Kaw).

OPEN: 1. Steven Arthur (Hus); 2. R.J. Faddis (KTM); 3. Mark Maddox (KTM).

SR: 1. James Hutson (Kaw); 2. Graham Kenan (Hus); 3. Gray Hatch (Yam).

S/SR: 1. Bill Edmundson (Hon); 2. Stan Norris (Hus); 3. Jack Schidlmeir.

4-STRK: 1. Tommy Ashley (Hon); 2. Randy Kiser (Yam); 3. Bill Nuckols (Hon).

TR: 1. Gene Greer (Kaw); 2. Rusty Wilson; 3. Jeff Chyzik.

Farris on top at Timonium ST

By Len Breech

TIMONIUM, MD, NOV. 7

After spending 10 laps at the opening round of the Baltimore County Trail Riders/Cockeysville Optimist Club-sponsored Indoor Short Track Series chasing a gradually disappearing Todd Kendig in the 250cc Pro class final, Rodney Farris bounced back with a holeshot and pulled away to an easy win in the second round's final. While Farris got the credit, the credit must also be given to mechanic Mike Wheeler, who prepared the M.J. Sponseller-sponsored Honda.

While Farris was regaining the front position he has held for the last five years in the series, Charlie Majeski was the only winner from the opening round to repeat as he again topped the 360cc class. New winners were Brady Miller in the 55cc class, Paul Southard taking his first win ever in the 80cc class, 125cc National Champion Georgie Price topping the 125cc division, and Dan Reichert in the 250cc final.

Before the night began it was announced that the last race of the six-race series had been rescheduled for Sunday afternoon, November 29. That should be interesting since it will take place the day after the District 7 Awards Banquet.

The start of the 250cc final looked almost identical to last week's, except that last week's winner, Larry Sweeten, was stuck in a first turn traffic jam, as Dan Reichert took the lead, with Rich Rowe, Adam Weiss and Mike Mester following. As Reichert smoothly pulled away, Sweeten was riding with a vengeance and stuffed his way into a battle for third. He then got by Rowe for second on the 10th lap. While he cut Reichert's margin down, Sweeten ran out of laps and Reichert took the checkered flag with a 10-yard margin over Sweeten.

After dominating the Pro class for the last five years on a Gary Nixon-sponsored Bultaco, Farris decided to go with Mike Sponseller's Honda for this year's series. In its few appearances this past season it proved to be a rocket, but at Timonium speed is secondary. After mechanic Wheeler worked all week taming the animal, Farris rewarded him with a typical one-to-two-length lead coming out of the second turn, in front of Todd Kendig, Paul Crumling and Tom Majeski. While Farris was cruising out in front, Kendig and Crumling were battling for second. With two laps left, Crumling slipped by for the runner-up slot for his best finish in the many years he's competed at Timonium.

Results

55: 1. Brady Miller (I-J); 2. Ricky Winsett (Yam); 3. David Thomas (Yam); 4. Arthur Lynch (Hon); 5. Tom Skethway (Yam).

80: 1. Paul Southard (Kaw); 2. Roy Miller (Yam); 3. Kevin Varnes (Yam); 4. Mike Sponseller (Hon); 5. Randy Shank (Kaw).

125: 1. Georgie Price (Kaw); 2. Billy Bromley (Suz); 3. Mike Klopp (Vil); 4. Steve Bromley (Suz); 5. Jay Boarman (Kaw).

250: 1. Dan Reichert (Bul); 2. Larry Sweeten (Kaw); 3. Adam Weiss (Yam); 4. Mike Mester (Yam); 5. Dave Lesniak (Yam)

360: 1. Charlie Majeski (Bul); 2. Joe White (H-D); 3. Larry Weiss (Bul); 4. David Bull (Yam); 5. Rob Smith (Bul).

250 PRO: 1. Rodney Farris (Hon); 2. Paul Crumling (Hon); 3. Todd Kendig (Hon); 4. Steve Burkholder (Vil); 5. Tom Majeski (Yam).

Gladson wins Cedar Rapids Indoor ST

By Ed Ahlf

CEDAR RAPIDS, IA, NOV. 14

Glen Galdson Jr. took his Sexton Racing Honda to victory in the 10-lap Open Pro final at the Five Seasons Center on concrete.

Mike Caves put his Honda into the early lead only to fall in turn three, giving the lead to Jim Slaughter. Gladsen applied the pressure to Slaughter in the middle of the race before making a bump-and-pass move in turn four. Gladsen motored to the win with Slaughter in the second spot.

Rick Anderson took the first Sportsman heat over Kurt Jensen, Randy Schmitt and Randy Roper. Jeff Light won the second heat over Larry Ewing and Steve Baldwin.

Anderson took charge of the final at the start with his XL250 based short tracker and was never challenged. Light and Johnson scrapped over second spot with the Yamaha-mounted Light coming out on top.

Results

SPTMN FINAL: 1. Rick Anderson (Hon); 2. Jeff Light (Yam); 3. Greg Johnson (Hon).

OPEN PRO FINAL: 1. Glen Gladson (Hon); 2. Jim Slaughter (Hon); 3. Dale Genenam (Rtx); 4. Jerry Bumgartner (Bul); 5. Rick Bulock(Hon).

Jones sizzles at OIR

By Peggy Adamic

RAVENNA, OH, NOV. 1

Kawasaki rider Bryan Jones chalked up four moto victories enroute to his double class wins at Ohio International Raceway. Jones, who has won 27 of his last 28 motos and has not lost a race since August 30th, once again completely dominated both the 125cc Schoolboy and 125cc B classes.

The Gear Raceware backed Jones first attacked the Schoolboy class as he routed his KX through turn one and was untouchable throughout the five-lap moto. Honda-mounted Steve Wooledge followed Jones through turn one but was unable to keep pace as Jones ran up a 19 second lead ahead of the riders behind. Moto two was won in the same manner as Jones was untouchable in his wire-to-wire win.

Mike Cain routed his Yamaha through turn one to begin the 125cc B competition. Cain was followed by Jones, Wooledge and Tony Boyas. Jones took the lead within the first half lap while Wooledge dropped to fifth. Boyas pressured Cain for second and took over the number two spot midway into the moto. Jones held a 10-second lead over Boyas, John Hatfield and Wooledge at the finish.

Honda rider Dave Speigle holeshot moto two with Jones and Boyas in pursuit. Jones robbed Speigle of first half way into the first lap when Jones squared off a sweeper to take the lead. Shortly after the one lap mark, both Jones and Speigle found themselves picking up their bikes and chasing Boyas who had taken over first. Jones chased Boyas for half a lap before regaining the top spot by passing Boyas in the same turn and using the same strategy used to pass Speigle a lap earlier. Jones remained out front for the remainder of the moto. Boyas, Speigle, Hatfield and Cain rounded out the top five.

Mike Boggia mounted his JB Race Products-backed Suzuki and took the overall win in the combined Lightweight/Heavyweight Pro classes. Moto one was a see-saw battle between Honda rider David Hand and Kawasaki Team Green's Dale Spangler. Hand routed through turn one with Steve Gardiner and Spangler in tow. Spangler quickly dispensed of Gardiner and moved in on Hand. Spangler routed past Hand to begin lap two. Hand remained close as the two riders began pulling away from the pack. Boggia had moved into third followed by Greg Wheeler as Gardiner dropped to fifth. The five riders held their positions for four laps when Hand used all the right moves and passed Spangler for the lead and made the move stick throughout the remainder of the race.

Boggia took the lead off the line to start moto two with Hand and Gardiner grabbing second and third. Honda rider Ken Frankenbery and Spangler were side-by-side on the first lap until they flew off the downhill and collided midair.

PHOTO BY PEGGY ADAMIC

Bryan Jones won two classes at Ohio International Raceway.

Spangler landed track side with Frankenbery flying further down track landing in a small nearby fresh water spring. Boggia remained out front while Gardiner took over second when Hand dropped out due to mechanical problems. Dale Taylor grabbed third with Wheeler and Joe Maurer moving into the top five. Wheeler passed Taylor halfway into the moto and Maurer bettered his eighth place start as he moved into third, passing Taylor through the air over the sky jump then motoring by Gardiner three turns later. Boggia took the wire-to-wire win and the overall with his 3-1 moto finishes. Wheeler's 4-2 was second overall with Gardiner grabbing third.

Results

50: 1. Jesse Atkinson (Yam); 2. Kurtis Fryer (Yam); 3. Jesse Finley (Yam); 4. Mark Callahan (Yam); 5. Chad Fryer (Yam).

60: 1. Frankie Bitner (Kaw); 2. Matt Martsolf (Kaw); 3. Randy Salamon (Kaw); 4. Mike Salamon (Kaw); 5. Joshua Demuth (Kaw).

80 7-11: 1. Brian Bellinger (Kaw); 2. Ron Boyas (Hon); 3. Jason Sell (Kaw); 4. Joshua Demuth (Yam); 5. Michael Bocook (Kaw).

80 12-13: 1. Mike Katin (Hon); 2. Jeff Wooledge (Hon); 3. Joseph Gerdes (Yam); 4. John Grasso (KTM); 5. John Bodo (Hon).

80 14-15: 1. Mike Howell (Hon); 2. Jason Balas (Hon); 3. Gene Kelly (Hon); 4. Trevor Vines (Hon); 5. Joe Mezatasta (Hon).

125 SCHBY: 1. Bryan Jones (Kaw); 2. Steve Wooledge (Hon); 3. Kevin Sweeney (Kaw); 4. Tim Lutes (Hon); 5. Chris Bodo (Hon).

125 B: 1. Bryan Jones (Kaw); 2. Tony Boyas (Hon); 3. John Hatfield (Suz); 4. Mike Cain (Yam); 5. Dave Speigle (Hon).

125 C: 1. Tim Lutes (Hon); 2. James Taylor (Hon); 3. Chris Bodo (Hon); 4. Tom Mattocks (Suz); 5. Alan Bates (Kaw).

125/250 A: 1. Mike Boggia (Suz); 2. Greg Wheeler (Hon); 3. Steve Gardiner (Hon); 4. Barney Barnett (Hon); 5. Dale Taylor (Kaw).

250 B: 1. Bill Pizzino (Yam); 2. Bob Wershey (Suz); 3. Brian Doran (Hon); 4. Shawn Clark (Hon); 5. Rick Boepple (Kaw).

250 C: 1. Steve Wilmington (Kaw); 2. Steve Smith (Suz); 3. Ken Frank (Hon); 4. Shawn Fascemyer (Yam); 5. Dave Travis (Hon).

OPEN B: 1. Jerry Boyd (Hon); 2. Jay Smith (Yam); 3. Rob McClain (Hon); 4. Tom Smith (KTM); 5. D. Smith (Kaw).

SR 1: 1. Terry Deliman (Hon); 2. Marty Popovich (Yam); 3. Curtis Stantial (Yam); 4. Henry Hauenstein (Hon); 5. Bernie Bellinger (Hon).

SR 2: 1. Larry Myers (Kaw); 2. Rob McClain (Hon); 3. Denny Salamon (Hon); 4. Tom Ashton (Hon); 5. Larry Stahl (Hon).

WMN: 1. Pat Ann Lewis (Kaw); 2. Theresa Pahaniah (Kaw); 3. Gina McVay (Hon); 4. Renee Callahand (Yam); 5. Jenny Keyes (Yam).

McKenna mauls Wilseyville HS

By Bill Spencer

WILSEYVILLE, CA, NOV. 8

Eric McKenna and his 1988 CR500, sponsored by Carmichael Honda and Arai Helmets, dominated the annual running of the Wilseyville Hare Scrambles, put on by the Blue Mt. Timber Wolves. Duke Dowell sewed up his overall D-36 Cross Country Championship with a fourth overall and third in the 250cc Expert class.

Leading out of camp was John Haaker with John Roitinger right beside him. Roitinger would not have a good day, eventually parking his Honda with too many crashes and a balky clutch. Former pro

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PHOTO BY TERRY REZEK

K.O. Halfhill beat Maria Gonzalez for the the Women's Intermediate class victory at Los Angeles County Raceway.

motocrosser McKenna soon took over and had a minute lead after the first lap with Lance McPhee running second just in front of Haaker. McKenna would later complain of having lost a grip while McPhee went by on his Yamaha YZ250, only to be repassed when McKenna got going again.

At the end of lap two McKenna blasted through camp with almost two minutes now up on Haaker with McPhee third over Duane Scott and Dean Joyner.

McKenna started his fourth lap with over one minute on Dean Joyner. Haaker had an extended pit stop but still left camp with a 20-second lead on McPhee.

McKenna finally stopped at the end of four laps and he didn't lose the lead as Joyner followed him out of camp.

Just two minutes before the checkers were to appear, McKenna came through camp to be greeted by some of the crew explaining that he probably doesn't need to go on the eighth lap because of his huge lead. With almost a minute to go, McKenna left explaining that the course was so neat, and he needs the riding. Just as Joyner shows up the checkers appear and although he says he is ready for another lap, he took the second overall and first 250cc Expert.

Duane Scott rolled up 20-seconds later with Dowell right behind. Haaker was the fifth guy in with Duane Hughes fairly close behind. McKenna made it back and was the only rider to complete eight laps.

Results

O/A: 1. Eric McKenna (Hon); 2. Dean Joyner (Yam); 3. Duane Scott (Yam); 4. Duke Dowell (Hon); 5. John Haaker (Hus); 6. Duane Hughes (Hon); 7. Ed Marchini (Hon); 8. Lance McPhee (Yam); 9. Ken McKenzie (Kaw); 10. Jerome Heiberger (KTM).

Mabery walks off with win at LACR MX

By Terry Rezek

PALMDALE, CA, NOV. 8

Jeff Mabery had no problems walking off with top money in the 250cc Pro race at CRC's LA. County Raceway Motocross. Mabery took both starts just ahead of Ken Zahrt and led easily for every lap of both motos. Zahrt wasn't too troubled by second overall; his goal this year is to earn the number one plate in both the 250cc Pro and the Vet Expert classes. He has a comfortable lead in both and this added nicely to that lead.

Tom Holt was troubled in the 125 Pro race. Holt got nice holeshots in both motos only to see those early leads evaporate under the heated charges of A. J. Whiting. Once in the lead Whiting was uncatchable and won first money with Holt finishing second.

John Greenway and Jim Sendelbach swapped moto wins in the 500cc Intermediate class with Greenway taking moto two and first place with it. Tony Qualls had his first ride on a 250 today and took the 250cc Intermediate trophy with consistent riding. The track was especially rough and Qualls really worked the bike to his advantage. Stephen Phillips tied with Qualls on points but took second due to his second moto finish. Phillips also took a third in the 125cc Intermediate race on a borrowed bike. Erick Hilton got first overall in the 125cc Intermediate class. Hilton went wire to wire in moto one but had a real fight in moto two. Randy Moody took the second moto holeshot and held Hilton at bay for eight laps. Hilton finally ground by and took the overall with Moody finishing second.

In the 500cc Novice class Bryan Richardson and Chuck Bagwell exchanged moto wins with Bagwell taking the second moto win and the overall.

Jack Lawrence had moto one of the 250cc Novices in his pocket all the way and got the win. He had the early lead in moto two, lost it to Will Dickson for a lap and a half, then retook the lead to stay in lap four. Lawrence got the overall, followed by Dickson.

Ronnie Densford had the early lead in moto one of the 125cc Novices, but Raymond Anthony showed some nice passing style to take the lead away on lap two. Densford got a good start in moto two while Anthony was jammed in the back. Densford romped home the winner. Anthony eventually worked his way up to third which was good enough for second overall.

Travis Mullins and Martin Firestone tied on points in the 500cc Beginner race. Mullins took the overall with a better second moto finish.

Roger Linton only got a fifth in moto one of the 250cc Beginner event but came back with a first in moto two to take the overall win.

There were so many 125cc Beginners that two divisions were required. Chris Holland edged out Jeff Moore for the win in Division I by winning that all-important second moto. Kevin Schafer took both motos of Division II with a heroic charge at the flag of moto two to nip race leader Jimmy Chamberlain by inches.

Results

80 BEG: 1. Jeff Lewis (Hon); 2. Travis Fleming (Hon); 3. Luke Melser (Suz).
80 NOV: 1. Corlin Couto (Hon); 2. Brian Teets (Kaw); 3. Joe Depatto (Hon).
80 INT: 1. Derek Natvig (Kaw); 2. Jocob Swain (Suz).
VET BEG: 1. Don Durrer (Hon); 2. Chris Schuck (Hon); 3. Randy Wysocki (Kaw).
VET NOV: 1. Rex White (Kaw); 2. Charlie Strong (Hon); 3. Brad Sloan (Hon).
VET INT: 1. Bob Alvis(Hus); 2. Ken Dickson (Hon); 3. Randy Anderson (Yam).
VET EX: 1. Kenny Zahrt (Hon).
WMN NOV: 1. Sheila Moretz (Kaw); 2. Joy Ames (Hon); 3. Jeanette Howell (Hon).
WMN INT: 1. K.O. Halfhill (Kaw); 2. Maria Gonzales (Kaw).
WMN EX: 1. Tami Rice (Suz); 2. Mindy Smith (Kaw); 3. Bonnie Warch (Suz).
125 BEG DIV I: 1. Chris Holland (Hon); 2. Jeff Moore (Hon); 3. Jamie Cox (Yam).
125 BEG DIV II: 1. Kevin Schafer (Yam); 2. Jimmy Chamberlain (Hon); 3. Todd Davis (Cag).
125 NOV: 1. Ronnie Densford (Hon); 2. Raymond Anthony (Hon); 3. Scott Hoffman (Hon).
125 INT: 1. Erick Hilton (Yam); 2. Randy Moody (Hon); 3. Stephen Phillips (suz).
125 PRO: 1. A. J. Whiting (Hon); 2. Tom Holt (Kaw); 3. Erik Munson (Suz).
250 BEG: 1. Roger Linton (Kaw); 2. Bob Hermanson (Yam); 3. Jeff Moore (Hon).
250 NOV: 1. Jack Lawrance (Yam); 2. Will Dickson (Yam); 3. Mike McCorley (Hon).
250 INT: 1. Tony Qualls (Yam); 2. Stephen Phillips (Suz); 3. Duane Benner (Yam).
250 PRO: 1. Jeff Mabery (Yam); 2. Darrin Hoeft (Yam); 3. Kenny Zahrt (Hon).
500 BEG: 1. Travis Mullins (Hon); 2. Martin Firestone (Suz); 3. Mike Scheumaker (Hon).
500 NOV: 1. Chuck Bagwell (Hon); 2. Bryan Richardson (Yam); 3. George Andrews (Hon).
500 INT: 1. John Greenway (Hon); 2. Jim Sendelbach (Hon); 3. Tom Smith (Hon).

Schnitzer slides to win at Clark County ST

By Derryl Anderson

RIDGEFIELD, WA, NOV. 13

Del Schnitzer barely held off Don Wilson to take first place in the Open Pro class of the short track held at the Clark County Fairgrounds. A large turnout of riders showed up as the Land Speed Sports group built the best track of the season.

In the heat race Speedy Kell got the scratch with Dean Autrey right next to him. As the two of them pushed and shoved their way around turns one and two Schnitzer went underneath and came out in second. Within a lap he took over first and left the others behind. Meanwhile Autrey slid past Kell but had him on his rear right to the flag. Schnitzer took first by 30 yards over Autrey and Kell.

In the other heat race Troy Rose got the holeshot followed by Wilson, Rex Fisher and Ron Adams. Fisher wasted no time in sliding by Wilson and reeling in Rose. Just as Fisher was about to get the final flag something happened and he coasted to the side. At the finish it was Wilson followed by Rose, Adams and Fisher.

There were so many riders in the main that Fisher, Kell and Adams had to start in row two. At the start Wilson squeezed through the pack to take a short-lived lead. Within a lap Schnitzer went by Rose and slid under Wilson. This time Schnitzer couldn't get away from Wilson. Lap after lap Wilson pushed Schnitzer everywhere, but he couldn't quite make a pass stick. Meanwhile Fisher, who started in last, had started his

PHOTO BY HURLEY SHORT

Hank Moree (37), Brad Proctor (48) and Kevin Austin (14) lead the 125cc Amateur class through the first turn at the Montrose MX.

move on the leaders. Gradually he picked off Adams, Autrey, Rose and Davies. Unfortunately there wasn't enough laps left for Wilson or Fisher. At the checkered flag it was Schnitzer, Wilson, Kell, Fisher, Rose, Davies, Autrey, and Adams.

In the Plus 30 class heat race Ron Evans got the scratch ahead of Tom Stein, Steve Herreid, Greg Phelps and Jeff Doan. Evans and Stein battled back and forth the whole race with Evans barely getting the nod at the flag. Behind them was Phelps, Herreid and Doan, who got knocked off.

In the main event Evans got the holeshot and went wire-to-wire. Behind him was Herreid, Stein, Doan and Phelps. Herreid ran a consistent second while the others battled for positions. At the checkered flag it was Evans, Herreid, Stein, Doan and Phelps.

Results

50: 1. Josh Currfey; 2. Jasson Hanson; 3. Ricky Haycock; 4. Mike Cole.
60: 1. Jerod Moore; 2. Chad Marsyla.
80: 1. Ryan Anderson; 2. Ernie Gendron.
125: 1. Eddie Gerrish; 2. Pat Munyon; 3. Ryan Anderson.
250 AM: 1. Paul Newman; 2. Pat Munyon; 3. Jeff Anderson.
250 MONEY: 1. Don Wilson; 2. Matt Holden.
+30: 1. Ron EVans; 2. Steve Herreid; 3. Tom Stein.
+40 B: 1. Mike Waggoner; 2. Leroy Thompson.
+40 A: 1. Sonny Burres; 2. Ray Carroll; 3. Jerry Halverson.
OPEN B: 1. Becky Schneider; 2. Ken Fields.
OPEN A: 1. Mark James; 2. Jay Terry; 3. Brian Krist.
OPEN MONEY: 1. Del Schnitzer; 2. Don Wilson; 3. Speedy Kell; 4. Rex Fisher.

Moree scores at Montrose MX

By Dot and Hurley Short

RAEFORD, NC, NOV. 8

In the 125cc Schoolboy class Hank Moree on a Kawasaki chased Wayne Guin and passed him for the lead. Moree took the overall win for the day with Guin having to settle for second.

Moree also dominated the 125cc Amateur class, although he went down early in the second moto. He made a good recovery and closed out the field for the overall win for the day.

In the Pro class, Damon Bradshaw, on a Yamaha, took the overall win with his spectacular moves over the front jump with no one close behind.

Rusty Coleman, on a Yamaha, battled Jim Neese on a Suzuki though both Senior Mini motos. Despite his valiant efforts, Coleman had to settle for an second overall as Neese took home first place.

It was a repeat performance for the two chargers in the Super Mini race, with Neese claiming the victory.

Craig Walters raced hard in the Novice and Open Amateur classes, He was victorious with a first overall in the Novice class and took home a second in the Open class.

Results

JR MINI: 1. Zac Bradshaw (Yam); 2. Jason Baldwin (Hon); 3. Jeffrey Donaldson (Kaw).
NOV: 1. Craig Walker (Hon); 2. Steve McKnabb (Kaw); 3. Eric Smith (Hon).
SR 30+: 1. Kevin Williams (Hon); 2. Jr. Bryant (Yam); 3. Stuart English (Hon).
125 SCHBY: 1. Hank Moree (Kaw); 2. Wayne Guin (Kaw); 3. Todd Downs (Yam).
PRO: 1. Damon Bradshaw (Yam); 2. Mike Andrews (Suz); 3. Bobby Houser (Hon).
125 AM: 1. Hank Moree (Kaw); 2. Kevin Austin (Suz); 3. Wayne Guin (Kaw).
SR MINI: 1. Jim Neese (Suz); 2. Rusty Coleman (Yam); 3. Dabney Brown (Kaw).
OPEN AM: 1. Dean Herrin (Hon); 2. Craig Walters (Hon); 3. Harold McLean (Kaw).
250 AM: 1. Charles Todd (Yam); 2. Kevin Bowels (Hon); 3. Kenny Smith (Hon).
S/MINI: 1. Jim Neese (Suz); 2. Rusty Coleman (Yam); 3. Vincent Brown (Kaw).

Iwanago victorious at Monterey ST

By Mike Vancil

MONTEREY, CA, NOV. 7

Paul "Never Show" Iwanago attended his first R&D Enterprises event in 1987 at the Monterey County Fairgrounds and felt out half the opposition with a second in the split division 500cc Expert heat race but came back with a vengence to take an overwhelming first in the final. This evening marked the last night in the Monterey Hi-Point Series, the last night of the R&D Enterprise promoted events and all the Championship Trophy presentations.

In the first 500cc Expert heat race Steven Mayfield on a Rotax overpowered the other five riders in the class to take the win and share a flip of the coin first choice start positon with second heat race winner P.J. Sanchez.

At the green light start of the main it was Iwanaga on his Richard Braquet Racing and Carrera Irrigation-sponsored Honda that jumped to the immediate lead. Iwanaga was able to parlay a small advantage to a 10-length lead at the end of the 10-lap final. All the while Iwanaga stretched the lead it was Craig Johnson on his Rotax battling up through the pack to finish second, which was all that Johnson needed to button-up the Expert R&D Hi-Point Series Championship. Dan Cahoon, aboard another of the hot Rotax machines, was able to work past the others to grab a third place behind Johnson.

Jeff Gabhart (Mini class), Perry Lang (250 and 500cc Novice class) and Gary Vincelet (500cc Junior class) were all double winners on the evening and were mighty impressive in their successes over great opposition. Gabhart and Lang were able to use their successes to insure overall Hi-Point Series Championship status for the Monterey based fall short track races.

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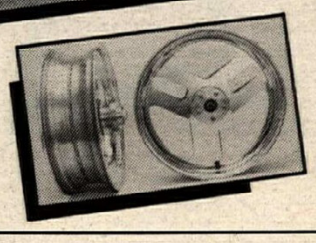

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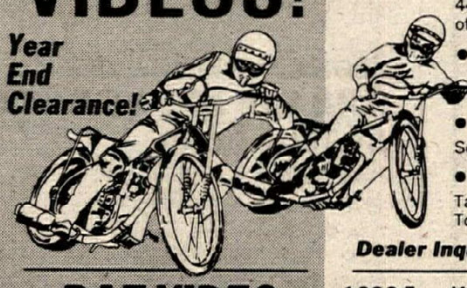

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PHOTO BY DERRYL ANDERSON

Allen Pitts (539) and Ted DeVol dice in the Up the Hill class at Woodland. Pitts finished second overall and DeVol was fourth.

Results

P/W (5 & UP): 1. Jesse Dawson (Yam); 2. Robbie Mayfield (Yam); 3. Christopher Canepa (Yam).
P/W (7 & UP): 1. Junior Alvernaz (Yam); 2. Michael Hannas (Suz); 3. Craig Gonzales (Yam).
60 NOV: 1. Johnny Murphree (Kaw); 2. Don Hart (Kaw); 3. Curtis Peebles (Kaw); 4. Jason Osborn (Yam); 5. Robert Stevenson (Yam).
60 JR: 1. Jeff Gabhart (Kaw); 2.Brian Sgheiza (Kaw).
80 NOV: 1. Don Hart (Yam); 2. Johnny Murphree (Kaw); 3. Robert Stevenson (Yam); 4. Timmy Alvernaz (Yam); 5. Helder Alvernaz (Yam).
80 JR/EX: 1. Jeff Gabhart (Kaw); 2. William Luker (Kaw); 3. Martin Montes (Kaw); 4. Brian Sgheiza (Kaw).
250 NOV: 1. Perry Lang (Yam); 2. Michelle DiSalvo (Yam); 3.Tracy Dawson (Yam); 4. Dan Argano (Hon); 5. Adam Enticknap (Hon).
500 NOV D-1: 1. Perry Lang (Yam); 2. Lonnie Lacy, Jr. (Yam); 3. Rick Coleman (Yam); 4. Tracy Dawson (Yam); 5. David Freeze (Yam).
500 NOV D-2: 1. Elmiro Alvernaz (Yam); 2. Armando Alvernaz (Yam); 3. Tom Lacy (Yam); 4. Adam Enticknap (Hon); 5. Dan Argano (Hon).
OPEN NOV: 1. Rick Coleman (Yam); 2. Lonnie Lacy, Jr. (Yam); 3. David Freeze (Yam); 4. Dan Argano (Hon); 5. Don Canet (Hon).
500 JR: 1. GAry Vincelet (Yam); 2. Jim McCarter (Yam); 3. John Pack (Yam); 4. John Dawson (Yam); 5. Anthony Giammanco (Yam).
OPEN JR: 1. Gary Vincelet (Yam); 2. Anthony Giammanco (Yam); 3. Jim McCarter (Yam); 4. Patrick Vacchieri (Yam); 5. Gary Faltersack (ATK).
500 EX: 1. Paul Iwanago (Hon); 2. Craig Johnson (Rtx); 3. Dan Cahoon (Rtx); 4. P.J. Sanchez (H-D); 5. Dean Vincelet (Yam).
VET: 1. Fred Faltersack (ATK); 2. Kevin Gonzales (Hon); 3. Rory Bandt (Yam); 4. Gary Faltersack (ATK); 5. Joe Kamm (Yam).

Yeo whips Woodland MX

By Derryl Anderson

WOODLAND, WA, NOV. 7

Honda-mounted Troy Yeo rode two perfect motos to run away with the overall win in the Open Beginner class at Woodland MX Park. Another week with very little rain made the track very deep and sandy.

In moto one Yeo got the holeshot followed closely by Erin Sullivan. Behind them in order was David Nelson, Paul Richter, Rick Johnson, Charlie Paska and Chris Fintics. Yeo and Sullivan wasted no time in leaving the main pack way behind. Sullivan followed Yeo everywhere but never got closer than five yards. Meanwhile Richter and Johnson got by Nelson. Rex Fisher was riding in his first motocross. Slowly the Western Regional Flat Track Champion moved from 12th to eighth. At the checkered flag it was Yeo, Sullivan, Richter, Johnson, Nelson and Lou Collins.

The second moto was almost a carbon copy of the first except behind Yeo all the way was Richter. Once again the front running twosome left the others behind. Fisher did a good job moving from a 14th place start to sixth at the end. Sullivan made a few mistakes and ended up ninth while the rest of the positions remained about the same. At the end it was Yeo, Richter, Pierce, Nelson, Johnson, Fisher, Les Bennett and the others.

In moto one of the Up the Hill class Dave Eakin got the holeshot ahead of Allen Pitts, John Christian, Mike Kates and Ted DeVol. DeVol and Christian moved up a spot right off the start. On lap three Christian took over the lead and went all the way with Eakin right behind him. DeVol battled with Pitts the rest of the moto but was unable to make a pass stick. At the finish it was Christian, Eakin, Pitts, DeVol, Jeff Birkestol, Kates and the others.

In moto two Pitts took the initial lead followed by Christian, Birkestol, DeVol and Kates. Christian slid by Pitts on lap three to take the lead for good. David Hampton and Brian Percy battled back and forth for many laps with Percy getting the edge at the end. Eakin had a problem and had to retire while the rest of the group settled into their final positions. At the checkered flag it was Christian, Pitts, Birkestol, DeVol, Kates and Mike Chase.

Results

W/P/W: 1. Joshua Knight; 2. Kace Scott; 3. Mike Smith.
P/W JR: 1. Russell Postma; 2. Ben Stewart; 3. Matt Williams.
P/W SR: 1. Eric Burkinshaw; 2. Nathan Gravelle.
MINI BEG: 1. Ryan Anderson; 2. Eric Burkinshaw; 3. Cory Bloomberg; 4. Jimmy Gladdish.
MINI JR: 1. Steve Baze; 2. Chris Wyrick; 3. Troy Kibble.
MINI INT: 1. Joel Howard; 2. Jason McCormick; 3. Rian Gant.
125 BEG: 1. Tony DuVall; 2. Tom Marlin; 3. John Bailey; 4. Bryan Cooper; 5. Mike Woods.
125 JR: 1. Jon Kuebler; 2. Chris Dineen; 3. Joel Howard; 4. Ed Santos.
125 INT: 1. John Christian; 2. Ed Jensen; 3. Monty Spalding; 4. Scott Hickson.
250 BEG: 1. Dave Eppig; 2. Jay Loundagin; 3. John Munson.
250 JR: 1. Eddie Gerrish; 2. Charles Drake; 3. Erik Munsa; 4. David Hampton.
250 INT: 1. Richie Lee; 2. Shawn Colangelo; 3. Larry Kuebler; 4. Mike Kates.
OPEN BEG: 1. Troy Yeo; 2. Paul Richter; 3. David Nelson; 4. Erin Sullivan.
OPEN JR: 1. Bill Bailey; 2. Bob Johnson; 3. Mitch Trotter.
OPEN INT: 1. Ted DeVol; 2. Jon Niemi; 3. Don Tyler.
UTH: 1. John Christian; 2. Allen Pitts; 3. Jeff Birkestol; 4. Ted DeVol; 5. Mike Kates.
OT NOV: 1. Lou Collins; 2. Cliff Kobernik; 3. Ken Knight.
OT AM: 1. Bob Reed; 2. Wayne Kent; 3. Walt Drake.
OT EX: 1. Jim Lamkin; 2. Jim Parks; 3. Roger Knight; 4. Dayton Hickson.
OTH C: 1. Dave Eppig; 2. Don Thompson; 3. Rusty Crist; 4. Gary Backstrom.
OTH B: 1. Dan Fitch; 2. Phil Prutsman; 3. John Murphey.
OTH A: 1. Ric Burkinshaw; 2. Paul Stuen; 3. Jeff Creager.
125 PRO: 1. Larry Ward; 2. Darren Rogers.
250 PRO: 1. Larry Ward; 2. Don Bisciglia.

Bean shreds Blackhawks HS

By Sharon Bean

BURR OAK, IN, NOV. 8

Bob Bean, aboard his Action Cycle/Scott Goggles-sponsored KTM 350, left all the competition far behind right from the start of the two-hour Blackhawks Hare Scrambles around the all new six mile course. Rain the night before left the loamy course in perfect condition for racing and the new course was one that almost all the riders loved, although there were a few who couldn't handle a few tight brushy sections as broken front fenders littered the ground in one spot.

Bean pulled the trigger on his KTM 350 and shot into the lead from the dead engine start and by the end of the first lap had over two minutes on the rest of the pack. Greg Cox, Connie Fiest and Mike Brammlet were all going for it in the 250cc class and Cox came out on top with Fiest and Brammlett dropping back in the pack. Scott Roberts and Pat Flynn pushed their way to the front just ahead of Rick Walsworth.

At an hour and a half Bean had a one lap lead over second place rider Herman Pettit and Ken Piekarski, and over four minutes on Cox, who was leading the 250cc class.

"I ran out of gas twice today," said Bean. "Once I made it to the pits on reserve, but the second time I ran out completely with over two miles to go to the finish. Eric Muffley stopped and we hooked our fuel lines together and I had to take a couple of minutes to let enough gas flow through so I could finish. Today's course was the best ever and I really felt good, it was probably the fastest I have riden in a long time."

In the 200cc A class Tim Carmien and Jeremy Garber pitted Yamaha against Kawasaki for two hours with Carmien and his Yamaha coming out the eventual winner.

Skipper Rusch kept his IT 200 at the front of the 200cc B class despite having exhaust pipe problems and having to ride a very loud bike.

Results

OPEN: 1. Bob Bean; 2. Herman Pettit; 3. Ken Piekarski; 4. Bill Burns.
250 A 1. Greg Cox; 2. Scott Roberts; 3. Pat Flynn; 4. Rick Walsworth.
200 A: 1. Tim Carmien; 2. Jeremy Garber; 3. David Lappin; 4. Art Peck.
125 A: 1. Dave Johnson; 2. Joe Subart; 3. Sam Markly; 4.Kerry Pully.
250 B: 1. Perry Stabler; 2. Randy Rinker; 3. Jonathan Funknooser; 4. Gregg Cromer.
200 B: 1. Skip Rusch; 2. Mike Butler; 3. Scott Fribley; 4. Jim Goetz.
125 B: 1. Brett Dubois; 2. Randy Bells; 3. Rick Roth; 4. Paul Merrill.
SR: 1. Don Rye; 2. Tim Hoffman; 3. Lon Walters; 4. Jim Garber.
S/SR: 1. Bob Dorris; 2. Rick Roth; 3. Roy Maley.
MINI: 1. Phil Hardy; 2. Tom Skeets.

Kennedy captures Kenney Memorial MX

By John Spear

WALLKILL, NY, OCT. 25

Billy Kennedy didn't win either moto, but his 3-2 finishes carried him to victory in the 250cc Amateur race in the 3rd Annual John Kenney Jr. Memorial MX. The race, co-sponsored by the Walden Playboys and CYO Basketball League of Washingtonville, is in honor of John Kenney Jr., who died four years ago in an accident. Kenney was a 250cc Amateur rider who belonged to the Playboys club.

Kennedy got off the line in the top 10 in the first moto and moved up to third before the finish. Greg

PHOTO BY JOHN SPEAR

Nick Tedesco (217) passed Billy Kennedy in the 250cc Amateur class at the Walden Playboys MX, but Kennedy was the overall winner.

Bastek won the moto with Mario DeMarco coming in second.

In the second moto, Terry Blackwell held the lead briefly before Kennedy took over on the second lap. Kennedy held onto the lead position until the last lap when Nick Tedesco's charge through the pack carried him right into first place. Kennedy made a last corner move in an attempt to retake first and almost dropped it, but he held on for second and it was just enough for the overall. Tedesco struggled to a fifth in the opening moto so his 5-1 afternoon gave him second overall, beating DeMarco's 2-4 day. Blackwell finished third in the second moto to go with his sixth for fourth overall while Bastek had his problems in the second moto, finishing eighth. His 1-8 was good for fifth overall.

Kurt McMillan won the lion's share of the Expert money with a four moto sweep in the 125cc and Open Expert classes. McMillan easily finished ahead of John Ryan in the 125cc Expert class, but Ryan's 2-2 afternoon gave him the points lead for the number one plate in the class over Todd Dippel. Dippel ended with a 3-3 day.

In the Open Expert class McMillan won a pair of easy victories with Mark Costa coming in second with a 3-3 day. Keith Mann's 5-2 score was good for third overall while Ken Napolitano finished fourth overall.

Rob McCullough came from behind to win both motos of the 250cc Expert class with Ryan taking a pair of seconds in this class also.

In the Senior Expert class Tracey Petty also had a 1-1 afternoon to take home most of the purse in this class.

Peter Jastrenski won his oversized trophy in the Open Amateur class with a 1-1 day with Kenny Blackwell's 3-4 taking second. In the 125cc Amateur class Herb Tompkins got the overall victory with 2-1 finishes to just edge out his older brother Dennis. Dennis finished the afternoon with a 1-2 day. Scott Bradshaw was third with a 4-3 afternoon.

Results

250 AM: 1. Billy Kennedy (Kaw); 2. Nick Tedesco (Kaw); 3. Maro DeMarco (Yam); 4. Terry Blackwell (Hon); 5. Greg Bastek (Hon).

125 EX: 1. Kurt McMillan (Hon); 2. John Ryan (Kaw); 3. Todd Dippel (Suz); 4. Mark Costa (Kaw); 5. Tracey Petty (Hon).

250 EX: 1. Rob McCullough (Hon); 2. John Ryan (Kaw); 3. Ken Napolitano (Hon); 4. Scott Jacob (Suz); 5. Robert McGuire (Hon).

OPEN EX: 1. Kurt McMillan (Hon); 2. Mark Costa (Kaw); 3. Keith Mann (Yam); 4. Ken Napolitano (Hon); 5. Mike Moore (Hon).

SR EX: 1. Tracey Petty (Hon); 2. Gary Fetzer (Hon); 3. Michael Eiland (Suz); 4. Tom Marsh (Hon); 5. Stephen Coy (Yam).

125 AM: 1. Herb Tompkins (Kaw); 2. Dennis Tompkinss (Kaw); 3. Scott Bradshaw (Hon); 4. Mario DeMarco (Yam); 5. Michael Minerva (Hon).

OPEN AM: 1. Peter Jastrenski (Hon); 2. Ken Blackwell (Hon); 3. Michael Ratto (Hon); 4. Mark Lovinski (Hon); 5. Phil Callaci (Kaw).

125 NOV: 1. Bruce Calkin (Kaw); 2. Roger Hanna (Hon); 3. Bert Picarello (Kaw); 4. Steve Ferreira (Kaw); 5. Eric Good (Yam).

SR MINI: 1. Jody Mitchell (Hon); 2. Bruce Calkin (Kaw); 3. Chris Povall (Yam); 4. Dom Picarello; 5. Carl Dippel (Suz).

JR MINI: 1. Keith Troccoli (Kaw); 2. James Glynn (Hon); 3. Chris Robson (Hon); 4. Francisco Sierra (Yam); 5. Gary Brennan (Kaw).

Bisceglia gets Albany SX win

By Clay Light

ALBANY, OR, NOV. 15

The fifth race of the Motocross Northwest sanctioned Winter Series, held this round at Albany Supercross, saw Honda-mounted Don Bisceglia ride amidst miserable conditions to win the 250cc Pro class. Joining Bisceglia in the winner's circle was fellow Honda jockey Tony Graves, winner of the 125cc Pro class.

Oregon's most severe drought came to an end, and with it came pouring rain and 40° temperatures. Both motos were held in total downpours, making things quite messy, to say the least. The first 250cc Pro moto saw Kawasaki riders Dennis Sweeten, Gary Beyer, Rob Annen and Honda pilots Graves and Bisceglia dueling for positions in two feet of slop on the opening lap. Each lap the field got smaller, until the latter stages, when only three riders braved the conditions. Bisceglia stayed on two wheels the longest to take the moto win with Sweeten second and Beyer making enough laps for third. Also combined were a good-sized bunch of 250cc Intermediates, led by Rodney Keller, who hadn't ridden for nearly two years and clobbered the competition. Aaron Boehmer was the only other Intermediate to finish the sloppy first moto.

It was raining so hard in the second moto that only two Pros and two Intermediates braved the weather. Bisceglia gated perfectly, leaving Sweeten in second until a DNF forced him to the sidelines. In Sweeten's demise, Keller was Bisceglia's closest competition. Keller held off Boehmer's charges to win the Intermediate class with 1-1 performances.

Graves, aboard the Yamaha/Honda of Roseburg CR125 once again came out on top of the 125cc Pro class, but it didn't come without a battle from Kenny "Too Rad" Olsen, aboard the ATAK Kawasaki. Olsen prevailed in the first contest, beating Graves and Beyer, who was third and was the final finisher in the class after half the field dropped out.

Much like the 250cc Pro class, the Intermediates ran combined. Honda-mounted Monty Spalding came out on top of a shoot-out with Mike West

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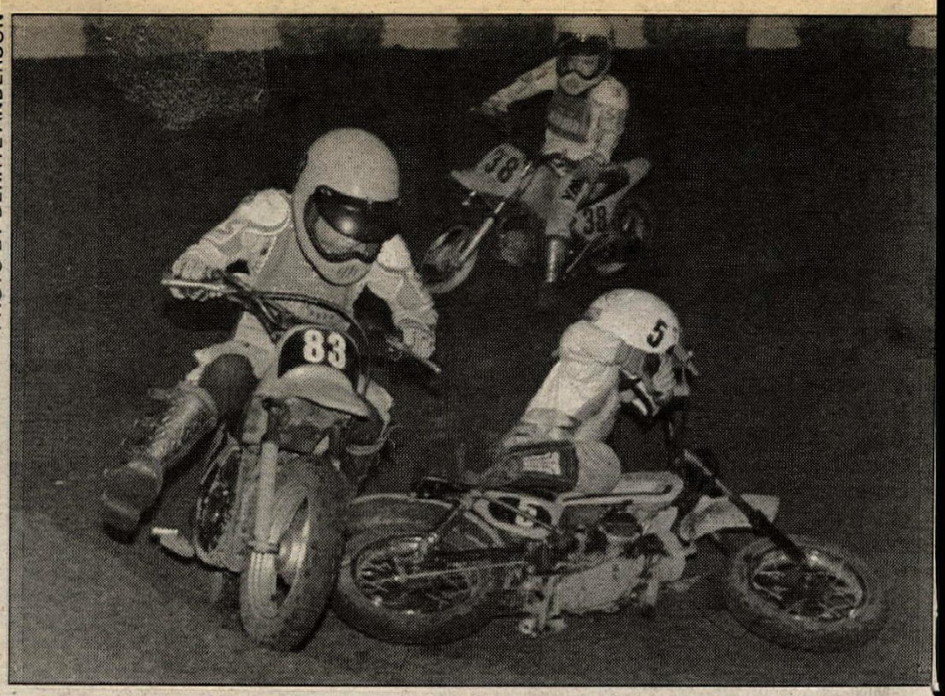
PHOTO BY DERRYL ANDERSON

Jason Hanson goes down in front of Jessica Kirkman (83) and James Kirkman in the Pee Wee class at the Clark County Arenacross.

for a moto one win, Jeremy Skokan was third.

Graves was the lone Pro in moto two and had a field day extending his win streak in the class. Graves outdistanced the Intermediates, again topped by Spalding. Spalding's 1-1 tallies were good for the Intermediate win, beating West's 2-2 and Skokan's 3-DNF tally.

In the first 125cc Beginner moto, Kawasaki-mounted Mark Seifer took the checkered flag first followed by Ward Bouslough, Rich Postma, Eric Cummings and Trevor Levitt.

Postma held off Seifer to win moto two, but due to consistency, Seifer came out on top via 1-2 rides for the overall in the DNF-plagued moto. Mike Woods was third overall after 6-4 performances. Paul Stevens and Dave Batty earned fourth and fifth after 7-5 and 8-6 performances, respectively.

Results

250 PRO: 1. Don Bisceglia (Hon); 2. Dennis Sweeten (Kaw); 3. Gary Beyer (Kaw).
125 PRO: 1. Tony Graves (Hon); 2. Kenny Olsen (Kaw); 3. Gary Beyer (Kaw).
OPEN INT: 1. Dave Cotter (Kaw); 2. Mike West (Yam); 3. Mike Burke (Hon).
OPEN JR: 1. Grady Troglin (Kaw); 2. Joe Nelson (Hon); 3. Mike Markham (Yam).
250 INT: 1. Rodney Keller (Hon); 2. Aaron Boehmer (Hon); 3. Frank McKuhn (Kaw).
250 JR: 1. Chris Howell (Hon); 2. Rob Kragness (Hon); 3. Dan Mathis (Yam).
125 INT: 1. Monty Spalding (Hon); 2. Mike West (Yam); 3. Jeremy Skokan (Hon).
125 JR: 1. Mike Hamness (Kaw); 2. Chris Clark (Kaw); 3. Troy Fuller (Kaw).
80 INT: 1. Ryan Huffman (Yam).
80 JR: 1. Travis Berry (Hon); 2. Ryan Leach (Kaw).
OT A: 1. Roger Knight (Hon); 2. Clarence Pitts (Suz).
OT B: 1. Wayne Kent (Hon); 2. Rich Duncan (Hon); 3. Bill Newman (Suz).
OT C: 1. Cliff Kobernick (Yam); 2. Joe Batty (Yam).
30-40 A: 1. Phil Prutsman (Yam).
330-40 B: 1. Doug Wiley (Hon).
30-40 C: 1. Deanna Holbrook (KTM).

Sabins rolls at Clark County AX

By Derryl Anderson

RIDGEFIELD, WA NOV. 6

Bill Sabins barely held off Trevor Levitt to claim first place in the 125cc Intermediate class of the Arenacross held at the Clark County Fairgrounds. The track was modified a bit but it still had the big six foot jump in the middle, which produced some massive air in many of the classes.

In moto one Sabins got the holeshot ahead of Levitt, Mike Wolford, Dane Batty, Kevin Ems, Troy Laing and Jason Stuart. Things were crowded for two laps with everyone getting lots of air and running handlebar-to-handlebar. Finally the riders strung out a bit as Levitt continued to pressure Sabins everywhere. With one lap to go Levitt got massive air in the middle and passed Sabins for the win. Behind them in order was Batty, Laing, Ems, Wolford and Stuart.

In moto two Sabins got the scratch followed by Levitt, Batty and the others. Sabins ran flawless right to the checkered flag with Levitt close but never a threat. Behind them at the flag was Batty, Wolford Laing and Ems.

In the Open B class Allan Pitts, an Open Pro, ran with the others but was scored separately. Off the line it was Pitts who went out to a huge lead on the Open Bs. Leading the B riders at the start was Jeff Boom, Jerry Wells, Chuck Rackler, Brian Elwess, and Ken Vettes. Wells dropped back to fourth and battled from there on with Rackler. At the flag it was Pitts, Boom, Rackler, Wells, Elwess and Vettes.

In the final moto Pitts took off and left the others once again. Next was Wells, Boom, Vettes, Rackler, and Elwess. Everyone was running quite close but the positions remained unchanged. With two laps to go Pitts roosted through a turn and went sideways almost through the flags at the edge of the course. The engine died and Pitts kicked frantically. Finally the bike started and Pitts took off just as the others were right behind him. At the checkered flag it was Pitts, Wells, Boom, Vettes, Rackler, and Elwess. Pitts won the Open Pro class and Boom took the overall in the Open B class ahead of Wells and Rackler.

Results

P/W: 1. Ryan Fisher; 2. Jessica Kirkman; 3. James Kirkman; 4. Matt Hadler; 5. Jason Hanson.
60 B: 1. Coby Porter.
60 C: 1. E.P. Hadler; 2. J. Fisher.
80 B: 1. Jason McCormick.
80 C: 1. Ryan Anderson; 2. Tony Renfro; 3. W. Boze.
125 C: 1. Bill Sabins; 2. Trevor Levitt; 3. Dane Batty.
125 B: 1. Jeff Bonet; 2. Chris Clark.
125 PRO: 1. Darren Rogers.
250 C B: 1. Craig Koethe; 2. Brad Conn
250 C A: 1. Arlon Leharur; 2. Mike Hickman; 3. Scott O'Conner; 4. Mike Dean.
250 INT: 1. Kevin Whyte; 2. Chris Sicilia.
OPEN C: 1. Rex Moudy.
OPEN B: 1. Jeff Boom; 2. Jerry Wells.
OPEN PRO: 1. Allan Pitts.

Bullunger bombs Baylands MX

By Mike Vancil

FREMONT, CA, NOV. 6

Todd Bullunger rode his Kawasaki to two outstanding moto victories in the 250cc Beginner class at the weekly Friday night motocross at Baylands Raceway Park.

In Bullunger's first moto there were 21 riders on the grid. There were seven 125s, 10 250s and four Open class machines turned loose with the

drop of the starting gate. Bullunger powered to the lead on his KX and never made a mistake nor answered a challenge. He was superior on every inch of the race course. The next strongest racer on the course was Open rider class rider Mark Fitzsimmons on a Honda CR.

In the second moto it was again an aggressive Bullunger in the market for a second win and he was not to be denied.

Another outstanding performance was turned in by Pat Gomm, a 125cc Junior who also rode in a combined motor displacement class and who outdistanced all but Veteran Master Duane Hughes, who rode his Open class Honda to the overall. But all eyes were on 125cc Junior Gomm who powered his 125cc Honda to two class wins, finishing second overall.

Results

MINI BEG: 1. John Romanoff (Hon); 2. Aaron Cantrelle (Kaw).
MINI JR: 1. Scott Shade (Yam).
125 BEG: 1. Dan Reger (Hon); 2. Larry Moniz (Hon); 3. Shannon Fry (Suz); 4. Tim Hamilton (Yam); 5. Gary Armstrong (Kaw).
125 JR: 1. Pat Gomm (Hon); 2. Steven Boncyk (Hon); 3. John Newell (Hon); 4. Shane Wright (Hon).
250 BEG: 1. Todd Bullunger (Kaw); 2. Jerry Edie (Yam); 3. Matt Phipps (Hon); 4. Robert Serena (Yam); 5. Mike Morgan (Hon).
250 JR: 1. Jason Warren (Hon); 2. Dave Damarco (Hon); 3. George Heare (Hon).
OPEN BEG: 1. Mark Fitzsimmons (Hon); 2. Michael Parsons (Yam); 3. Troy Dulleck (Hon); 4. Dan Ferrell (Yam).
OPEN JR: 1. Niclas Granlund (Kaw); 2. Steve Furtado (Hon).
VET MSTR: 1. Duane Hughes (Hon); 2. Larry Baker (Hon).

District 3 honors top riders

By Larry McBride

BINGHAMTON, NY, NOV. 7

Moreys Restaurant was again the setting for the increasingly popular New York State District Three Sports Committee Awards Banquet. An open bar cocktail hour preceded the sit down dinner of prime rib and lobster tail.

Before the regular short track and scrambles, motorcycle and ATV awards were presented, many awards were given in a humorous tone for special accomplishments as well as for non-accomplishments.

A new yearly hand-me-down award was presented and probably created by Master of Ceremonies Joe Swanson. The first annual Chicken of the Year Award was presented to Jerry O'Brien who chose to sit out the entire 1987 short track season. The significance being that O'Brien was outstanding in capturing the Senior and Super Senior AMA National Amateur Championships in 1986. Several more gag awards were presented and all were taken in the manner intended.

The focus then turned to serious achievements as Cheryl Swanson was thanked for her efforts in coordinating the banquet program, and Christy Scheffer was commended for acquiring door prizes too numerous to mention.

Beautiful large trophies were then presented to the main attendees — the motorcycle and ATV riders. All classes were well represented except for the distinct absence of participation by the ATV award recipients.

The festivities concluded with music, dancing, reminiscening about the past season, while planning for the upcoming season.

Results

JR MINI: 1. Tracy Edwards; 2. Shawn Cypher; 3. Jacob Downing; 4. Kristen Edwards; 5. Morgan Coolbeth.
MINI: 1. Kenny Coolbeth; 2. Dean Bush; 3. Mike Tinker; 4. Eric Whtiecotton; 5. Justin Downing.
125 AM: 1. Todd Hutner; 2. Scott Snoop; 3. Scott Lake; 4. Bob Gette; 5. Dave Bellows.
125 EX: 1. Jay Skidmroe; 2. Bob Weiss; 3. Clif Steinauer; 4. Jeff Earl; 5. Bill Newkirk.
250 AM: 1. Mark Saglimbeni; 2. Christy Scheffer; 3. Scott Lake; 4. Keith McCaffery; 5. Bob Gette.
250 EX: 1. Duane Veeder; 2. Craig Estelle; 3. Conrdad Parshall; 4. A.J. Snoop; 5. Steve Longo.
OPEN AM: 1. Bill Anderson; 2. Rob Bibbins; 3. Todd Hunter; 4. Tom Blachek; 5. Mark Saglimbeni.

PHOTO BY ZAK MAEDA

Dave Whittle climbs a rock at the Le Perris Trial.

OPEN EX: 1. Duane Veeder; 2. Craig Estelle; 3. Jason Feltcher; 4. Bill Newkirk; 5. Conrak Parshall.
SR A: 1. Dave Scheffer; 2. Mark Korytkowski; 3. George Kuhn; 4. Tom Blachek; 5. Norm Laviolette.
SR B: 1. Richard Edwards; 2. George Marrer; 3. Bill Teliska; 4. Clif Steinauer; 5. Tom Rockwell.

Oldar on top at Le Perris Trial

By Jon Maeda

PERRIS, CA, NOV. 8

Mark Oldar took his first ever win and it was at the southern California Trials Association's Le Perris Trial. In doing so, Oldar handed a defeat to Yamaha-mounted Tom Hamann, who has won every Expert class event this year. Clearly in the lead for the coveted ATV number one Expert plate, Hamann lost the trial by one point. This one point proved to be a painful one, as Hamann took an unscheduled trip over the bars while performing an unnecessary nose wheelie in section one. An often flamboyant rider, Hamann conceded defeat to the rock steady six-foot-six-inch Oldar. Merlin-mounted John Robertson took third place.

Advanced rider Thom Engelhardt had his way with the Intermediate class as he reigned supreme over Merlin-mounted Clive Hannon and Yamaha rider Kent Graham. Graham's brother David, is currently leading the Novice standings. However, his no-show on Sunday may very well have handed the lead over to San Marco's Guy Ward on a Yamaha. Ward took the large Novice class over Brad McClellan and Clyde Butler, both on Yamahas. Beginner Mike Rieser rode confidently to take his class win over Brian Forss and Mike Cushionberry, all three aboard the popular TT350 Yamahas.

The choice of Perris Raceway was a good one made by SCTA president Jack Stone and his number one helper "Jumpin'" Jack Volder. Perris abounds with big rock formations, and lends itself well to a trial that is great for spectators, in that all sections are accessible by foot. Sections ranged from big rounded rock steps to sticky, gooey mud and water. In spite of recent rainy weather, the sun popped out to make for a great day of trialin'. •

Results

EX: 1. Mark Oldar (Mer); 2. Tom Hamann (Yam); 3. John Robertson (Mer).
ADV:: 1. Pete Croft (Yam).
SR ADV: 1. Art Webster (Yam); 2. Jack Heminway (Yam); 3. Gil Smith (Yam).
INT: 1. Thom Englehardt (Yam); 2. Clive Hannon (Yam); 3. Kent Graham (Yam).
SR INT: 1. Pat Fox (Yam).
NOV: 1. Guy Ward (Yam); 2. Brad McClellan (Yam); 3. Clyde Butler (Yam).
SR NOV: 1. Marty Argo (Yam); 2. Dave Stanley (Yam).
BEG: 1. Mike Rieser (Yam); 2. Brian Forss (Yam); 3. Mike Cushionberry (Yam).
SR BEG: 1. Dena Hambrick (Mon); 2. Del Harland (Yam).
EXHIB: 1. Jim Collins (Yam).

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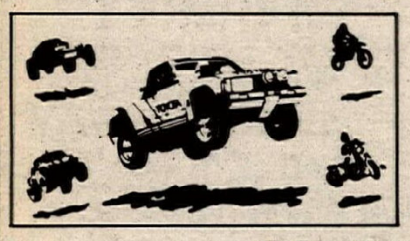
DECEMBER 11 & 12, 1987
San Felipe, Baja California, Mexico

Motorcycles & ATVs Run on Separate Course from Cars & Trucks
Registration/Tech Inspection Friday, December 11 at El Cortez Motel in San Felipe
Race Day & Awards Saturday, December 12
For Entry Information, Contact SCORE
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Who did how? Read results.

SANTA CROSS G.P.

GLEN HELEN OHV PARK
Double Point for DCR Members!!
Dec. 6, 1987
SPECIAL EVENT! CHRISTMAS CASH DASH
$$$100.00$$$
To the winner of 3 lap dash
Cash Dash open to any rider entered in one of Sundays regular races
100% Finisher Pins | 30% Trophies | Holeshot Prizes | Riders under 12 years must have special form on file 1 week in advance
No Membership Required. Open to the public
Race Fees: $25.00
Non Members will receive numbers at sign up.
Sign up opens at 7:00 am

calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

NOVEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

JANUARY						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

AMA Regional Enduro C'ship Series
Western Region
12/6 Lucerne Valley, CA

ADRA C'ship Series
12/5 Sonora, Mexico

SCORE Int'l Off-Road Series
12/11-13 San Felipe 250, San Felipe, Mexico
1/29-31/88 Parker 400, Parker, AZ
4/1-3/88 Great Mojave 250, Lucerne Valley, CA
6/3-5/88 Baja Internacional, Ensenada, Baja, Mexico
8/19-21/88 Off Road World C'ship, TBA
11/3-6/88 Baja 1000, Ensenada, Baja, Mexico
12/9-11/88 San Felipe 250, San Felipe, Baja, Mexico

ARRA/Kawasaki/Racer's Supply California RR Series
12/6-7 Willow Springs, CA
12/26-27 Riverside, CA

NETRA C'ship Enduro Series
12/6 Marlborough, CT

PRRO Road Race Series
12/12-13 Phoenix, AZ

SETRA C'ship Enduro Series
1/3/88 Lenoir, NC
1/31/88 Sumter, SC
2/14/88 Greenville, SC
2/21/88 Cochran, GA
2/28/88 Pelion, SC
3/6/88 Palatka, FL
3/13/88 Athens, GA
3/27/88 Abbeville, SC
4/10/88 Bristol, VA
4/24/88 Lawrenceburg, TN
5/8/88 Charleston, SC

SETRA C'ship Hare Scrambles Series
11/29 Lenoir, NC
12/6 Winnsboro, SC
12/13 Abbeville, SC
1/17/88 TBA
2/7/88 Maxey, GA
4/3/88 Sumter, SC
5/1/88 Abbeville, SC

Texas Arenacross Series
1/8-10/88 Lubbock, TX
2/12-14/88 Odessa, TX
2/26-28/88 Temple, TX
3/4-6/88 San Antonio, TX

CMC/Dodge Truck Golden State National MX Series
1/2-3/88 San Bernardino, CA
1/9-10/88 Brentwood, CA
1/16-17/88 Huron, CA
1/23-24/88 Carlsbad, CA
1/30-31/88 Adelanto, CA
2/7/88 Marysville, CA
2/14/88 Porterville, CA
2/21 San Bernardino, CA

AFM North Road Race Series
3/26-27/88 Sears Point, CA
4/17/88 Sears Point, CA
5/21-22/88 Sears Point, CA
6/26/88 Sears Point, CA
7/30-31/88 Sears Point, CA
9/11/88 Sears Point, CA

• Denotes Pro Payback

November 24-28
FLORIDA TT SCRAMBLES/SX/MX
• WorldSports. 16th Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

November 27
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

November 27-28
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602.

November 28
ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA VINTAGE MX
• CMC. Ascot Park, Gardena. Info 714/897-8265.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
• DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
WASHINGTON GRAND PRIX
Seafair City MC. Seattle International Raceway, Kent. Info 206/883-7313.

November 29
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 2005/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA GRAND PRIX
SRA. Riverside Raceway, Riverside. Info 714/828-1358.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
• CRC. Edwards Air Force Base, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
•Also Top Gun. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA TT SCRAMBLES
Also Vintage & Antique races. San Jose Fairgrounds Speedway, San Jose. Info 408/371-5159 or 436-8228.
DELAWARE HARE SCRAMBLES
Delaware Enduro Riders. Scotten Farm, Newark. Info 302/834-4411.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.
FLORIDA MOTOCROSS
• Florida Gold Cup Series. DeSoto Off-Road Raceway, Bradenton. Info 813/322-1939.
FLORIDA SCRAMBLES/MX
• Triathlon Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
FMC Winter Warm Up Series. South Georgia MX, Valdosta. Info 912/244-6050 or 242-6779.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/861-3000.
INDIANA MOTOCROSS
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLE
Pendleton Co. MC Park, Demossville. Info 606/472-3442.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Beldon Hill, Harpersville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
NORTH CAROLINA CROSS COUNTRY
Beechnut Park, Inc. Mt. Airy. Info 919/786-5343 or 320-3342.
OHIO HARE SCRAMBLE
Winter Series. Gran Prix Raceway, Canal Fulton. Info 216/682-9231
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
OREGON MOTOCROSS
• Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
• Mustang Race Track, Alvin. Info 713/488-8563 or 337-3970.

December 4
CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arean, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

December 5
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.

CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA TRIALS
VOTE. The Schreiber Cup, Temecula. Info 818/845-8738 or 805/583-1970.
CALIFORNIA MOTOCROSS
• G.P. MX. Santa Cruz County Fairgrounds, Watsonville. Info 408/724-5671.
DELAWARE MOTOCROSS
• Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MEXICO HARE & HOUND
• ADRA Series. Sonoita to Rocky Point. Sonora. Info 602/252-1900.
MEXICO STADIUM MX
• Sucro Track MX. Antonio Palacio Stadium, Ensenada, Baja, CA. Info 619/429-7271.

December 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS MOTOCROSS
• Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA TRIALS
ATA/AMA Observed trials. 18th Annual El Trial de Espana. La Cresta, San Diego. Info 213/696-3260.
CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA ENDURO
AMA Regional C'ship. Calif. Enduro Assn. Lucerne Valley. Info 818/448-8351.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA GRAND PRIX
DCR. Glen Helen OHV Park, San Bernardino. Info 714/371-6333 or 880-1733.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA SCOOTER RACE
Adams Kart Track, Riverside. Info 619/574-1818.
FLORIDA MOTOCROSS
FL MX Snowbird Series. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA ICE RACE/MX
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLES
Mid South Winter Series. Owensboro. Info 615/890-3003.
NEVADA GRAND PRIX
• Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
KTM America/CRA. Amherst Meadowlarks Clubgrounds, Amherst. Info 216/988-9100.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE MOTOCROSS
• Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TENNESSEE CROSS COUNTY
Bench Racers Series. Dallas Ricker Sports Center, between Kingsport & Greenville. Info 615/247-3847 or 323-5497.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• AMA/TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
• Mustang Race Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Martin Racing Supply. Mesa Raceway, Fritch. Info 806/857-2235.

December 11

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway,Travelers Rest. Info 704/685-3033.

December 11-13

• Score San Felipe 250. San Felipe, Baja Calif. Info 818/889-9216.

December 12

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA SHORT TRACK/MX
• Orange County Raceway. Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross. Between Dalton, GA & Chattanooga. Info 404/259-5092.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE MOTOCROSS
AMA. B & J MX. Clarksville. Info 502/522-6389 or 615/763-2393.

December 13

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA ENDURO
CRC. Family Enduro. Lucerne Valley. Info 714/689-6114.
CALIFORNIA HARE SCRAMBLES
2 & 2 Racing Team 11th Annual Cowpuncher HS. Hollister Hills SVRA, Hollister. Info 415/828-0410.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
•CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA HARE SCRAMBLES
AMA/D-37. Dirt Diggers MC. Fremont Valley, Randsburg. Info 714/895-2030.
CALIFORNIA DESERT RACE
8th Annual Rattlesnake Chase & Team. AMA/D-38. Ancient Dry Lake Bed, W. of El Centro. Info 619/427-5759.
FLORIDA MOTOCROSS
FMC Winter Warm Up/FL MX Snowbird Series. MX of Marion County, Reddick. Info 904/591-2050 or 291-2377.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
INDIANA HARE SCRAMBLE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLE
Pendleton County MC Park, Demossville. Info 606/472-3442.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Winter Series. Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Dixon. Info 615/890-3003.
TEXAS MOTOCROSS
• TMC. Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.

December 17-18

PENNSYLVANIA SHORT TRACK
• AMA/Trail-Way Speedway. Pennsylvania Farm Show Arena, Harrisburg. Info 717/359-4310.

December 18

CALIFORNIA MOTOCROSS
• Ascot Raceway Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

December 19

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross, between Dalto, GA & Chattanooga, TN. Info 404/259-5092.
INDIANA ICE RACE/MX
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.

December 19-20

PENNSYLVANIA AREACROSS
• Trail-Way Speedway. PA Farm Show Arena, Harrisburg. Info 717/359-4310.

December 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA GRAND PRIX
• CRC. Merry Christmas GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC. Sand Hill Ranch,Brentwood. Info 415/634-3328.
FLORIDA MOTOCROSS
FMC Winter Warm Up. Ocala MX, Ocala. Info 904/622-9400 or 867-1340.
FLORIDA MOTOCROSS
• FL Snowbirds MX Series. Orange County Raceway. Orlando. Info 305/351-4156.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NORTH CAROLINA MOTOCROSS
Wilkes County MX, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
• Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Race Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Martin Racing Supply. Mesa Raceway, Fritch. Info 806/857-2235.

December 26

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross. Between Dalton, GA & Chattanooga, TN. Info 404/259-5092.

December 27

ALABAMA MOTOCROSS
County Line Raceway, Beessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 5011/362-6474.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

11th ANNUAL HARE 'N HOUND RACE
DECEMBER 5th, 1987
Sponsored by
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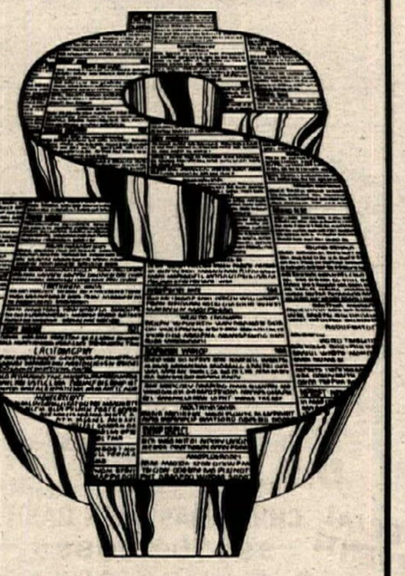
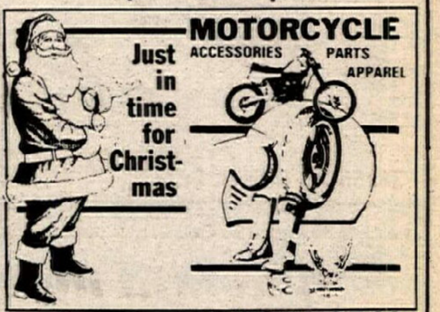
Trucks - ATV - Odysseys
Sidecars - Mini-Bikes
DURA LUBE · GENERAL TIRE · BFGoodrich T/A RADIALS · RPM MAXIMIZER · the Wax Shop · YOKOHAMA · AXO
If you have any questions, please call (602) 252-1900
We'll help answer and direct you.

TRALEYS RACING MOTO-X PARK
FOR RACERS BY RACERS
MOTORCYCLES
QUADS
ATVs
100% Pro Payback • 100% Peewee Trophy
Racing EVERY Sunday
4 Race Series Starts November 29
Sponsors ★ Thousand Oaks Yamaha/Kawasaki ★
★ KOLGARD ★ Pat Ryan Kawasaki of Bakersfield ★
4 Mountain Bikes to be awarded to series points leaders!
3 Scooters to be awarded to leaders of Peewee - 60s - Quad 80s Classes!
CMC Sanctioned
"88 Membership Now Available"
Overnight camping only after 4:00 p.m.
DIRECTIONS
I-5 to Lake Isabella exit
East 11 miles to Herring Rd.
Right 4 miles to Edison Dr.
Left 4 miles to Millux
Right to track
99 south to Bear Mountain Blvd. - left over freeway to Edison
Right 3 miles to Millux
Left to track
Entry fee
Pro - $25.00
Sportsman - $20.00
Admission $5.00
Children 6 & under free
More information
805 - 835-0241
805 - 245-1318
213 - 931-9180

NEED MONEY?

Cycle News Want Ads will work for you.
Call: 213-427-7433

INTER·SHOWS
Presents
Coors
MOTORCYCLE SWAPMEET
FRIDAY, DECEMBER 4
6 p.m. to 10 p.m.


24 Hour Info: (714) 364-2542
Orange County Fairgrounds, Costa Mesa, CA
BUY OR SELL
Sellers: Hurry and reserve your spaces...they go quickly. Spaces include 10'x10'x15' areas, priced from $15 to $25 depending on size and location. There's a special area for selling motorcycles, too. For $10 anybody can display a bike in a Motorcycles-Only area, so people can see what you have to sell. Anyone can be a seller.
SELLER'S SPECIAL
All Prepaid Spaces Prior to November 30
$5.00 DISCOUNT PER SPACE
INTER-SHOWS
BOX 2910/MISSION VIEJO, CALIFORNIA 92690
Office Hours: Tuesday & Thursday 10 a.m. to 2 p.m.
(714) 364-0515

TRAIL-WAY SPEEDWAY

10th ANNUAL MOTO-RAMA RACES & SHOW

Pennsylvania Farm Show Arena, Harrisburg, PA

Replaces The February 1988 Motocross Races

DECEMBER 16-20, 1987
Thursday & Friday, December 17 & 18 - 8PM
DIRT TRACK RACING 2-3-4 WHEEL
Motorcycles - ATV - Micro Sprint - Odyssey

Saturday & Sunday, December 19 & 20, 1987
Sat. 8PM Sun. 2PM
SUPERCROSS 2-3-4 WHEEL

ADMISSION: Advance $5.00, At Door $6.00-Children Under 6 Free
Close For Pre Entry, Advance Tickets & Booth Contracts - December 9th
Contact: TRAIL-WAY SPEEDWAY, 100 Speedway Lane, Hanover, PA 17331-8917
OFFICE OPEN DAILY -Mon. thru Fri. - 9:30AM to 4:00PM - (717) 359-4310

DON'T MISS THE BIG DEMO-DERBY ON WEDNESDAY, DECEMBER 16 at 8:00PM

Who did how? Read results.

18TH ANNUAL El Trial De España

SUNDAY
DECEMBER 6, 1987

TEMECULA, CA
(SOUTH OF ELSINORE)

DIRECTIONS:
Highway 15, Exit West On Clinton Keith Road, Follow Signs Approximately 15 Miles to Trial Site.

RAFFLE:
Proceeds To Go Toward Sending Top A.T.A. Rider To National Trial Series. $500 In Cash Prizes, As Well As Merchandise Prizes.

WHO?
All Regular A.T.A. Classes, As Well As Non-Trials Bike, And Press/Industry Class.

Helmets And Spark Arrestors Required

ENTRY FEE:
A.T.A. Member $15, Non A.T.A. Member $20

For Additional Information
(213) 696-3260 DAYS
(619) 449-3794 NIGHTS

AMERICAN TRIALS ASSOCIATION

CRC CALIFORNIA RACE SCHEDULE

ATV CLASSES AT ALL EVENTS

SUN NOV. 29 MX Edwards AFB
SUN DEC. 6 MX Perris Raceway
SUN DEC. 13 MX LA County Raceway
SUN DEC. 20 G.P. Glen Helen
SUN DEC. 27 MX LA County Raceway

"88 Membership Now Available"

** OPEN PRACTICE **
9 am to 2 pm Every Sat — LA County Raceway
* VINTAGE RACING*
Every Second Sunday — LA County Raceway

CRC Info 805-272-8889

Want to go racing?
Check out the Cycle News Calendar.

SANTA CLAUS Family Enduro

December 13, 1987
Lucerne Valley
INFO 689-6114
CRC

PERRIS ...Is The Place!

NOV 28 SMX
DEC 5 SMX
6 CRC MX
12 SMX
13 SMX
19 SMX
26 SMX
27 ATV 150 Miler

NEW! Be sure to stop by our new parts and accessories concession stand right at the track!

NMA NATIONAL & REGION ACTIVITIES

NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE
MOTORCYCLE
MOTOCROSS

SANCTIONS — MEMBERSHIPS CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

SMX MX SCHEDULE

SAT. NOV 28 Perris
SUN. NOV. 29 De Anza
INFO: (714) 582-3482

SRA California Schedule

Nov. 22 - Glen Helen Canceled
Nov. 29 - Glen Helen
(714) 828-1358

CMC Race With The Best

Nov. 27 Amateur Night National
Ascot MX
Nov. 28 Pro Night National
Ascot MX
CA (714) 261-6116

CARLSBAD RACEWAY MOTOCROSS

LIFE'S A BEACH
100% Pro Pay
EVERY SATURDAY!

No Membership Required • Gates Open: 8:00 am
For Info: (619) 727-1171 or (619) 484-1441
Racing Enterprises

AFM ROAD RACING 1988

March 26 -27 Sears Point
April 17 Sears Point
May 21 - 22 Sears Point

13423 Stanstead
Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

CALIFORNIA MOTOCROSS
• SMX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
FLORIDA MOTOCROSS
• Super Two. Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
FL Snowbirds MX Series. Ocala MX, Ocala. Info 305/351-4156.
GEORGIA MOTOCROSS
FMC Winter Warm Up. South Georgia MX, Valdosta. Info 912/244-6050 or 242-6779.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
MICHIGAN ICE RACE
Flint MC. Saginaw Civic Center, Saginaw. Info 313/686-7083.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• TMC. Bastrop Raceway, Bastrop. Info 512/321-9861 or 832-1274.

Dec. 30-Jan. 1

CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Budweiser Dunaway Dash. Plaster City East. Info 619/427-5759.

January 1

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
CALIFORNIA MARATHON
13th Annual Hangovers Day Marathon. Sand Hill Ranch, Brentwood. Info 415/634-3328.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

January 2

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

January 2-3

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l MX Series. Glen Helen Park, San Bernardino. Info 714/261-6116.

January 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX, Beebe. Info 501/882-3886.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.

January 8

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

January 8-10

TEXAS ARENACROSS
• TX Arenacross Series. Lubbock. Info 817/433-5587.

January 9

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

January 9-10

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Sandhill Ranch, Brentwood. Info 714/261-6116.

January 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders, Harpursville. Info 607/723-2387 or 693-2634.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.

January 15

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

January 16

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
IDAHO SHORT TRACK
Indoor. Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.

January 16-17

CALIFORNIA MOTOCROSS
• CMC/Dodge Truck Golden State Nat'l Series. Huron Cycle Park, Huron. Info 714/261-6116.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. 9th Annual Barking Spider. Plaster City East, Imperial County. Info 619/427-5759.

January 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX Park, Beebe. Info 501/882-3886.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404-942-5930.
OKLAHONMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
• Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.

FREE CALENDAR LISTING

Calendar listings are a free service for Cycle News Readers and race promoters. All information is the responsiblity of the promoter. Calendar listings cannot be accepted over the phone; we must have complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to comfirm details before traveling to event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Road Race
AFM Sears Point RR
Somoma, CA
Sept. 13
By K. Bradley

F-1	
Jeff Stern	Suz
Michael Hunter	Hon
Kim Jester	Suz
F-2	
Joe Montoya	Hon
John Kirk	Hon
Rod Smith	Yam
F-4	
David Johnston	Hon
Richard Bradley	Kaw
Patrick Burman	Hon
F-SNGL	
Denny Doherty	Rot
John Kirk	Hon
Carl Rettig	Hon
F-40	
Denny Doherty	Yam
Randy Redmond	Suz
Tom Silman	Yam
VINT	
Charles Sexton	Bul
Lou Caputo	Tri
Christopher Quinn	Duc
OPEN G-P	
Kirk Hill	Suz
Jeffrey Banister	Suz
Shannon O'Harra	Suz
F-T-750	
Aaron Rueger	Duc
Randy Decker	Yam
Mark Wiesendanger	Nor
F-T-OPEN	
Bud Riddle	Yam
Paul Shillito	BMW
Nick Hayman	Mog
250 STK PROD	
Ray Straka	Kaw
Neil Lowin	Kaw
Raymond Kinner	Kaw
450 STK PROD	
Scott Anderson	Yam
David Colbert	Yam
William Davenport	Yam
600 STK PROD	
Michael Graves	Hon
David Deveau	Hon
Richard Moore	Yam
750 STK PROD	
Iain Pero	Suz
Scott Cavness	Suz
Richard Moore	Yam
OPEN STK PROD	
Chris Steward	Suz
Iain Pero	Suz
Francis Mazur	Suz
250 MOD PROD	
Wesley Malatino	Kaw
David Pare	Kaw
Francis Mazur	Kaw
450 MOD PROD	
Jeff McCabe	Yam
Daniel Dee	Yam
Randy Borg	Yam
600 MOD PROD	
David Deveau	Hon
Michael Graves	Hon
John Fryer	Yam
750 MOD PROD	
Scott Cavnes	Suz
Armin Zipperle	Suz
Matthew Presley	Suz
OPEN MOD PROD	
Rick Liukkonen	Suz
Kenneth Louketis	Suz
Joseph O'Sullivan	Suz
450 S/ST	
Mark Schubert	Yam
James Kellogg Lubin	Yam
Dale Alexander	Yam
600 S/ST	
David Deveau	Hon
John Fryer	Yam
Tom Aquino	Yam
750 S/ST	
Bob Vangrin	Suz
Scott Cavness	Suz
OPEN S/ST	
Chuck Below	Suz
Kenneth Louketis	Suz
Shannon O'Harra	Suz

Road Race
Wendover 4-Hour
Endurance RR
Wendover, UT
Oct. 11
By Jim Bilingsley

O/A TEAMS	
Boulder Yamaha	Yam
Rock Racing	Suz
Team Fungiz	Suz
Team WFO	Kaw
Team Sneaky	Suz
Team Cafeine	Suz
Flyin' Wheel Pig	Yam
Team Scream	Yam
Procrastination	Yam
GTO	
Boulder Yamaha	
Rock Racing	
Team Fungiz	
Team Sneaky	
Team Caffeine	
GTU	
Team WFO	
Flyin' Wheel Pig	
Team Scream	
Team Procrastination	

Road Race
Wendover 100 RR
Wendover, UT
Oct. 10
By Jim Bilingsley

NOV	
Chad Bangertier	Yam
Tarik Alnaqeeb	Yam
Larry Taylor	Suz
PROD A	
Steve Rupp	Suz
Lance Holst	Suz
Joe Veater	Hon
PROD B	
Steve Rupp	Suz
Lance Holst	Suz
Tad Goimarac	Hon
PROD C	
Brock Roberts	Hon
Tad Goimarac	Hon
Chris Gardner	Yam
DINO	
Stan Nowakowski	Kaw
Dave Rasmussen	Suz
Alan Nielsen	Suz

Trial
Salt Fork Dirt Riders
2-Day Trials
Eugene, IL
Oct. 17 & 18

SATURDAY	
EX	
Jim Snell	Mer
Wade Thiesen	Yam
Jeff Mezosi	Yam
JR	
Stan Bloniarz	Hon
Stan Smuiski	Yam
Phil Zimmer	Bet
Jim Emmerson	Fan
Tom Taggart	Fan
NOV	
Kim Melville	
Mike Eliott	Bet
J. Skwarek	Hon
Mick Ross	Bet
Todd Goodner	Bet
ENDR	
J. Zuroski	
Paul Hayes	Yam
SUNDAY	
EX	
Zigi Jedynak	Hon
Wade Thiesen	Yam
Jim Snell	Mer
P. Ferriter	
Doug Turner	Hon
JR	
Stan Bloniarz	Hon
Stan Smuiski	Yam
Phil Zimmer	Bet
Jim Emmerson	Fan
Tom Taggart	Fan
NOV	
Kim Melville	Yam
Mike Elliott	Bet
Don Lapatka	Fan
Mick Ross	Bet
Joel Ripper	SWM

Motocross
Sleepy Hollow MX
Fredricksburg, PA
Oct 25
By Thom Veety

125 A	
Kurt McMillan	Hon
Andy Fleck	Kaw
Barry Carsten	Yam
125 B&C	
Steve Herman	Kaw
Ty Wallace	Kaw
Matt Bond	Hon
250 A	
Brian Carroll	Kaw
Barry Carsten	Yam
Dave Wolfskill	Suz
250 B&C	
Tom Littman	Kaw
Matt Forman	Suz
Robert Tiesler	Suz
OPEN A	
Charles Weinberg	Kaw
Kurt McMillan	Hon
John Ammerman	Hon
OPEN B	
Peter Jastremski	Hon
Michael Wass	Hon
Robert Nolt	Hon
SR B	
Steve Peterczak	Hon
Robert Boyer	Hon
Joseph Hoffman	Kaw
SUP SR	
Kenneth Brewer	
SR A	
Thomas Brennan	Hon
Robvert Sturt	Hon
David Kindness	KTM
25+	
Bob Sorenson	KTM
John Ammerman	Hon
Michael Twiford	Kaw
JR MINI	
Wayne Scott	Hon
Attuti Stout	Hon
Daniel Burnett	Kaw
SR MINI B	
Shawn Martin	Hon
Preston Swain Jr.	Hon
Rich Zupko	Kaw
SR MINI A	
Ty Wallace	Kaw
Tony Yagloski	Yam
Todd Vogler	Hon
60 JR	
Robert Hummer III	Kaw
Devin Trexler	Kaw

Motocross
Evansville Rcwy. Inc.
Berwick, PA
Oct. 10
By Thom Veety

125 A	
Mark Pillion	Hon
Dan Portz	Hon
125 B	
Matt Bond	Hon
Tony Camaioni	Suz
Steve Earnest	Yam
125 C	
Michael Bear	Yam
Dave Eckhart	Hon
Mike Leiby	Kaw
250 A	
Chuck Weinberg	Kaw
250 B	
Jeff Oberdorff	Suz
Tim Chapin	Hon
Jeff Bond	Hon
250 C	
Steve Genovese	Suz
Harold Davis	Suz
Anthony Stach	Kaw
500 A	
Phil Carlin	Hon
Chuck Weinbserg	Kaw
500 B	
Nils Tribus	Kaw
Robert Nolt	Hon
Robert Murphy	Kaw
60 JR	
Scott Ghidiu	Kaw
Chad Kresge	Kaw
80 JR	
Wayne Scott	Hon
Newt Swartz	Suz
Attuti Stout	Hon
MINI SR A	
Jeff Yagloski	Yam
MINI SR B	
Don Schmidt	Kaw
Bill Silvarole	Kaw
Renin Broody	Kaw
WOSMN	
Kermit Kitchen	Cag
Robbie Sponenberg	Kaw
Wade Olshefski	Hon
SR A	
James Fisher	Yam
Paul Eckhart	Suz
SR B	
Bob Bauman	Kaw
Frank Hughes	Yam
Joseph Theis	Kaw
25+	
Phil Carlin	Hon
David Laubach	Kaw
Scott Garrison	Suz

Motocross
Muleback MX
Bremen, KY
Nov. 1
By D. Moneymaker

50	
Keith Poole	Yam
65	
Jordan Moneymaker	Kaw
Bradley Sipes	Kaw
Cale Swiger	Kaw
85 SR	
Clay Wells	Kaw
Todd Stults	Kaw
Jorday Moneymaker	Suz
105	
Clay Wells	Kaw
125 A	
Toby Harris	Hon
125 B	
Ronald Carrier	Suz
David Weis	Hon
Keith Irwin	Yam
Wally Dietrick	Kaw
Scott Meredith	Kaw
125 C	
Kevin Campbell	Hon
Kevin Shemwell	Hon
Chad Bolding	Hon
Timmy Hawthorne	Suz
Timmy White	Hon
125 BEG	
Corey Ballard	
Jimmy Swartwout	Hon
Micky Cobb	
250 A	
Toby Harris	Hon
250 B	
Darin Oberchain	Kaw
Thomas Sipes	Kaw
Kevin Poole	Hon
Tony Smith	Hon
Keith Irwin	Yam
250 C	
John Dixon	Kaw
Steve Buntin	Yam
Sam Buntin	Yam
Kevin Campbell	Yam
Nathan Kennedy	Hon
OPEN	
Jeff Steinrock	Hon
Greg Fritz	Hon
James Branblett	Hon
Marc Trent Young	Hon
SR MEN	
Jeff Steinrock	Hon
Timothy Smith	Kaw
Kevin Poole	Hon
Alex Hager	Kaw

Supercross
Sports Riders
Association.
of Colorado
1897 Final Standings

60 NOV	
Chris Williams	
Tony Gilman	
Joey Kendall	
80 NOV	
Mike Thieman	
K. C. Cook	
Trev Starr	
125 NOV	
Mark Scheere	
Jim Robb	
Mike Metzger	
250 NOV	
Russell Hont	
Darrell Sharman	
Mark Mastin	
OPEN NOV	
Ricky Maloney	
Mike Hainey	
Randy Baird	
VET NOV	
Jim Boman	
Roy Gilman	
Boyd Lennberg	
SR NOV	
T. Seller	
WN	
Tracy Frydendall	
60 AM	
Micah Moyes	
Dan Weirank	
Brian Padgett	
80 AM	
Jake Bishop	
Matt Padgett	
Phil Stevens	
125 AM	
Gary Doven	
Glenn Henry	
Chuck Pitner	
250 AM	
Bret Schwartzkopf	
Mitch Eckhardt	
Dan McMullen	
OPEN AM	
Phil Antonuk	
Dan Shockman	
Brian Phelps	
VET AM	
Kent Bratberg	
Doug Haas	
Jim Anderson	
SR AM	
Dan Merriman	
Stan Heffner	
Gary Shiramizu	
80 EX	
Scott Fulcher	
Andy Atkins	
Shawn Gregory	
125 PRO	
Stacey Cook	
Keith Campbell	
Jim Mitchell	
250 PRO	
Tim Buchli	
Corey Cope	
Dave Newell	
OPEN PRO	
Kip Sandell	
Dave Newell	
Bob Hanrahan	
Jim Eckert	
VET EX	
Jeff Thomas	
Mark Poindexter	
Bruce Field	
SR EX	
Jim Anderson	
Ken Miller	
Terry Frydendall	

Trophy Pickup

Hilltoppers Rosarito Bch race date CHANGED for trophy p/u to 11/28 at Glen Helen, 7pm. 215 N from Hwy 210 off at Palm Av (prior to 215 & 15 Jct), go W on Palm Av, past RR tracks to presentation. (46-47)

For Listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

You've Waited Long Enough . . .
THE 1988 KTMs ARE HERE
Ready Willing & Able to Win!
250 - 350 - 500 Enduros & Motocrossers
Plus We have A New 600cc 4-Stroke KTM On Display
DEALERS: We Distribute Trelleborg Tires - Duralube Oils
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Radiator Guards & Handsavers
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SPECIAL LIMITED EDITION!!!
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Commemorative T-Shirts (long or short sleeve), Sweatshirts and Jackets
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CYCLE DESIGN
Suzuki Factory Parts Warehouse
Largest Parts Inventory Anywhere
Kawasaki Riders — Call Us First !!
We have the parts in stock to keep you going!
Parts, Bikes, and Accessories for these brands shipped anywhere in the USA
UPS Daily
We also stock apparel and accessories for other MAJOR brands
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Dealer Inquiries Invited
(800) 343-1374
Kawasaki

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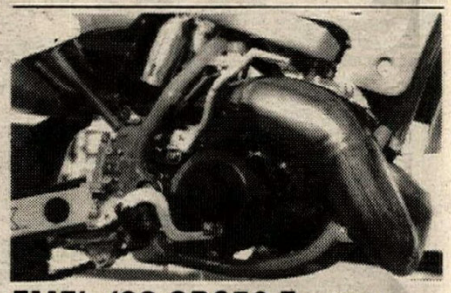

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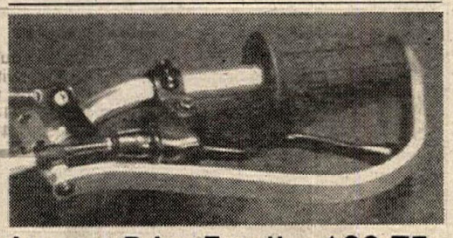

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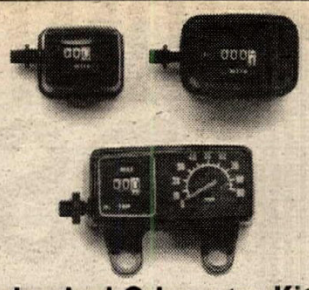

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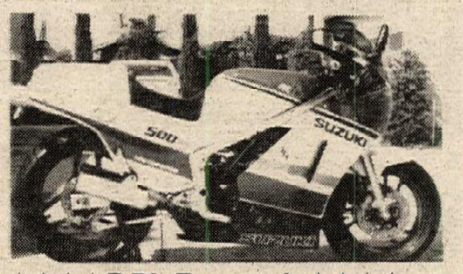

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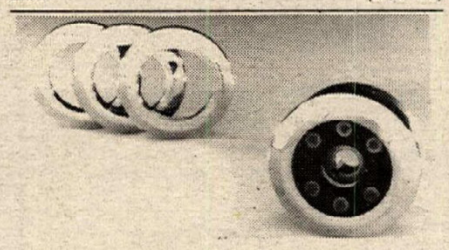

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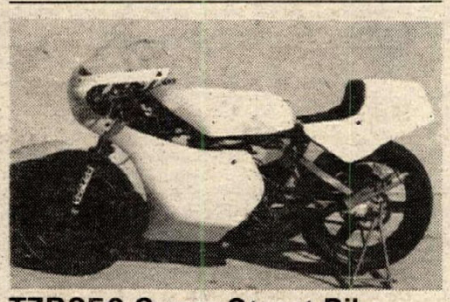

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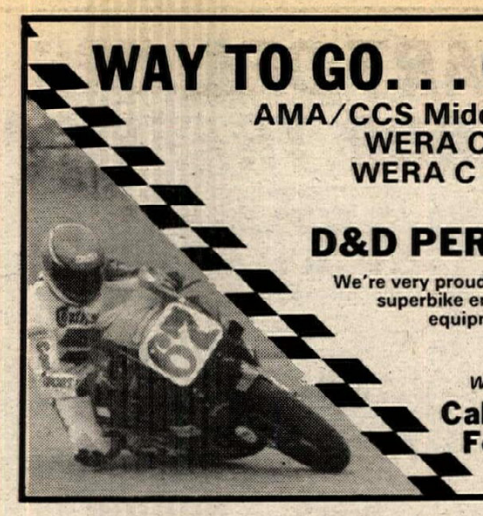

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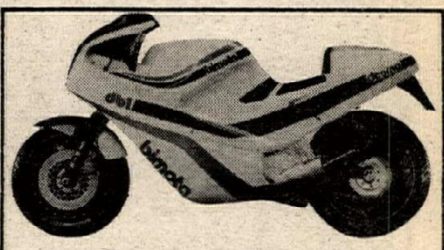

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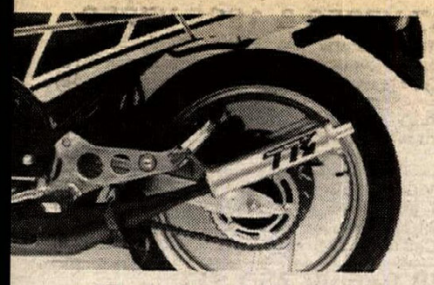

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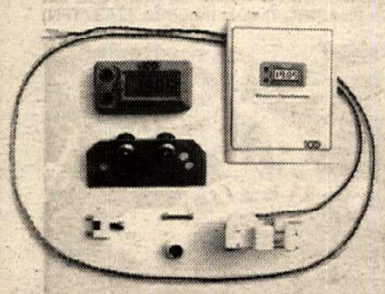

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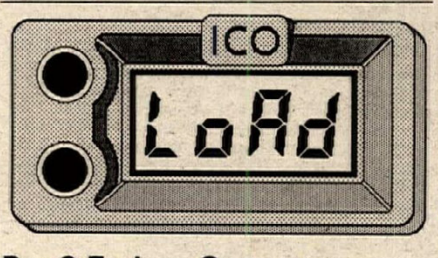

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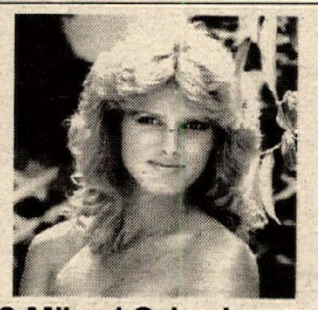

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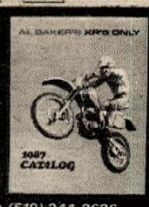

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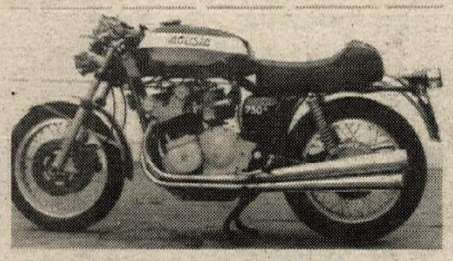

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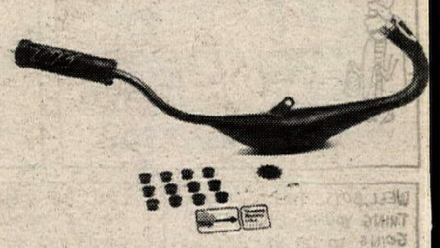

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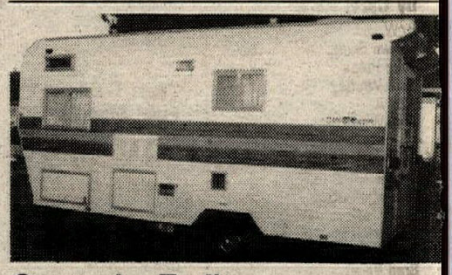

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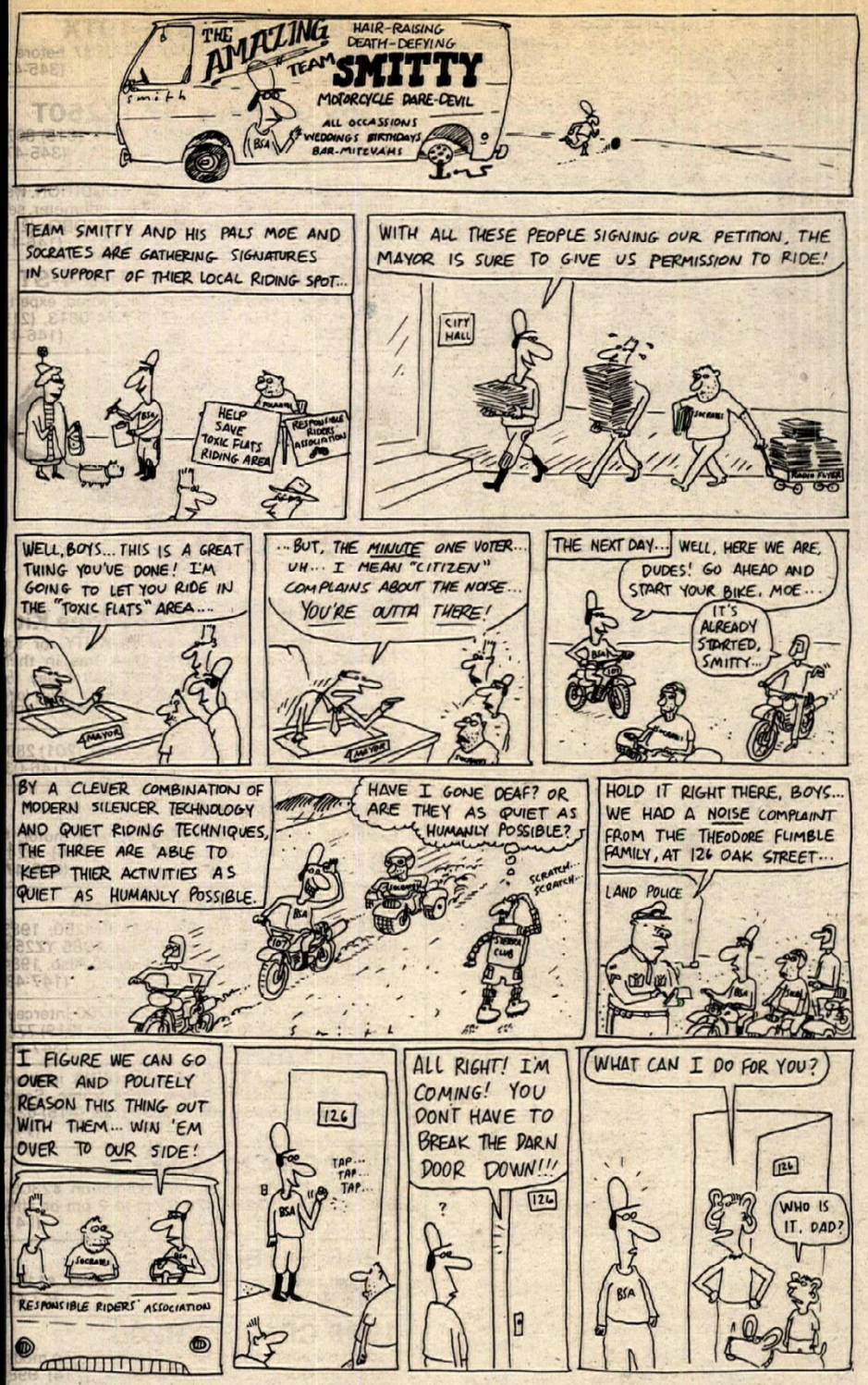


RESULTS

Motocross
White Oak MX
Fredericksburg, VA
Oct. 25
by Caryl Pigg

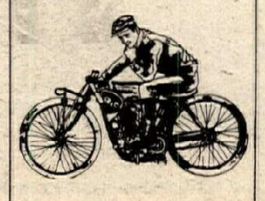
P/W	
Shawn Shultz	Kaw
Jake Hines	Kaw
Cord Whitley	Yam
125 A	
Trey Wilkinson	Hon
Mike Callihan	Suz
Steve Simpson	Hon
125 B	
Cliff Markham	Hon
Brian Taylor	Suz
Lee Huffman	Hon
250 C	
Brad Bauer	Yam
Rodney King	Hon
Raymond McClarren	Hon
250 A	
Mike Harris	Hon
Randy Everett	Hon
Bob Gerben	Hon
OPEN A	
Pete Shenault	Hon
Ned Lowere	Hon
Rob Racer	Hon
250 B	
Tom Heitchue	Hon
Doug Paluzzi	Hon
Steve Weley	Hon
JR MINI	
Shawn Schultz	Kaw
Gary Dengis	Yam
Jake Hines	Kaw
SR MINI	
Mike Martin	Kaw
Frankie Honnold	
David Brent	
25+	
Bob Kerken	
Sonny Mitchell	Hon
Ned Lowere	
125 C	
John Lee	Cag
Darrell Ruppel	
Billy Chamberlain	Hon
OPEN B	
Steve Theiss	Kaw
Barry Gantt	kaw
Jerry Grove	Yam
SR	
Sonny Mitchell	Hon
Paul Johnson	Hon
Greg Drescoll	Suz
S/SR	
George Murray	Hon
Frank Honnold	Yam
Scott Schafer	Hon

Short Track
Final Standings
Trail-Way Spdwy.
Hanover, PA
Nov. 14

55	
Ricky Winsett	
John winsett	
Dan Halligan	
Josh Young	
Arthur Lynch	
90 AM	
Brian Strong	
Randy Shank	
Jeremiah Alexander	
Robert Miller	
Jason Lheureux	
125 AM	
Mike Walton	
Paul Southard	
Jeff Kehne	
Gary Clark	
Jill Lautenbacher	
250 AM	
Dave Smith	
Harold Dorsey	
Gary Foard	
Barry Wolfe	
Todd Hurst	
500 AM	
Roy Collins	
John Bower	
Jim Chapman	
Gary Foard	
Dallas Baer	
SR	
Richard Foard	
Harold Hillard	
Joe Heberling	
Bob Babcock	
90 EX	
Mike Sponseller	
Kevin Varnes	
250 EX	
Dale Gingrich	
Tom Cerciello	
Mike Varnes	
Paul Crumling	
500 EX	
Tom Cerciello	
Dale Gingrich	
Rob Jajeski	
Richard Foard	
750 EX	
Tom Cerciello	
Joe Gately	
Eric George	

Road Race
AFM Sears RR
Sonoma, CA
Oct. 11
By K. Bradley

F-1	
Jeff Stern	Suz
Michael Hunter	Hon
Kim Jester	suz
F-2	
Rod Smith	Yam
John Kirk	Hon
Randy Decker	Yam
F-4	
Shannon Criss	Hon
Charles Ramage	Hon
John Fosgate	Hon
F-SNGL	
John Kirk	Hon
Denny Doherty	Rtx
Carl Rettig	Hon
F-40	
Gordon Seim	Duc
Denny Doherty	Yam
Randy Redmond	Suz
VINT	
Craig McLean	Mat
Dan Phillips	BSA
James Banke	BSA
OPEN G-P	
Kirk Hill	Suz
Paul Govel	Suz
Shannon O'Harra	Suz
F-T-750	
Aaron Rueger	Duc
Eric Swortsfigure	Nor
Rob Tuluie	Nor
F-T-OPEN	
Gordon Seim	Duc
Paul Shillito	BMW
Norman Winckler	
250 STK PROD	
Fran Crane	Kaw
Chuck Smillie	C/A
Raymond Kinner	Kaw
450 STK PROD	
William Davenport	Yam
David Roberts	Yam
Jeffrey Gray	Yam
600 STK PROD	
Eric Elvin	Hon
Daniel Beckerdite	Hon
John William Lee	Hon
750 STK PROD	
Matthew Presley	Suz
Keith Adams	Suz
Paul Friant	Suz
OPEN STK PROD	
Victor Losada	Suz
250 MOD PROD	
Wes Malatino	Kaw
Frank Mazur	Kaw
Chuck Smillie	C/A
450 MOD PROD	
John Moffitt	Yam
Scott Anderson	Yam
David Roberts	Yam
600 MOD PROD	
John Fryer	Suz
Joe Brett Williams	Hon
Curt Kimble	Kaw
750 MOD PROD	
Armin Zipperle	Suz
Mathew Presley	Suz
Keith Adams	Suz
OPEN MOD PROD	
Chris Barber	Yam
450 S/ST	
Thomas Montano	Yam
Darrell Parker	Yam
David Margolis	Yam
600 S/ST	
Christopher Mast	Yam
Joe Brett Williams	Hon
Curt Kimble	Kaw
750 S/ST	
Kim Jester	Suz
Michael Hunter	Hon
Armin Zipperle	Suz
OPEN S/ST	
Paul Vogel	Suz
Shannon O'Hara	Suz
Kirk Hill	Suz



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